

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS.
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS.
With which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
\$12 per annum. Postage to any
part of the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

ON SALE
THE
DIRECTORY & CHRONICLE
FOR 1910.
Complete Edition ... \$10.00
Small ... 5.00
Agents in all the Foreign
Settlements throughout the Far
East.

No. 16,382. 號二十八百三千大萬一第 日三念月九年二統宣 HONGKONG, TUESDAY, OCTOBER 25TH, 1910. 二拜禮 號五念月十年十一百九千一英港香 PRICE \$3 PER MONTH.

NEW PIANOS ON HIRE

AT
\$10 PER MONTH.
TUNING AND REGULAR
ATTENTION INCLUSIVE.

S. MOUTRIE & CO., LIMITED.

[a34-1]

CHINA MUTUAL LIFE INSURANCE CO., LD., HEAD OFFICE, SHANGHAI.

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A strong British Corporation Registered
under Hongkong Ordinances and under Life
Insurance Companies Acts, England.
Assets ... \$37,855,885.60
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Total Security to Policyholders \$216,813.00

LEFFERTS KNOX, Esq., Hongkong, Can-
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[a1472]

GREEN ISLAND CEMENT COMPANY PORTLAND CEMENT.

In Casks 37½ lbs. net
In Bags 250 lbs. net
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908.

[a728]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m.
every 2 hours.
Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to
11.15 p.m., every half hour.

SPECIAL CARS by arrangement at the
company's Office, Alexandra Buildings, Des
Vaux Road Central.
JOHN D. HUMPHREYS & SON
General Managers.
Hongkong, 1st April, 1909.

IMPORTANT NOTICE.

WE have the pleasure to advise our CUSTOMERS and the
PUBLIC GENERALLY that, under the Superintendence of our new FACTORY EXPERT, recently arrived in the
Colony (who has had 18 years' experience in the leading Shoe
Factories of the United States), we are NOW prepared to supply
the FINEST up-to-date MEN'S BOOTS and SHOES in our
well-known brands "SUPREME" and "LILY" to suit the
taste of everyone. Only the finest Leather and Materials are
used, and the best workmanship guaranteed.
At an early date, which will be duly notified, we shall be
prepared to supply the finest and latest LADIES' Boots and Shoes.

THE HONGKONG & CHINA SHOE FACTORY, LD.

WORKS: 98 and 99, PRAYA EAST.
OFFICE AND SHOWROOM: 34 & 35, Des Vaux Road, Central.
A few doors from New Post Office.

WEISMANN'S BREAD

ABSOLUTELY PURE AND
WHOLESOME.

[a46]



COURVOISIER

JARNAC COGNAC
Maison Fondée 1828.
DISTILLERS OF FINE LIQUEUR BRANDIES
SUPPLIED TO THE PRINCIPAL CLUBS, HOTELS & RESTAURANTS THROUGHOUT
THE WORLD.
Sole Agents: Caldbeck Macgregor & Co.

[a5]

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At A.B.O., Western Union, and Engineering Codes used.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Contrail Condenser, Stone's Manganese Bronze,
and Parsons' Steam Turbines, etc., etc., etc.

AT NAGASAKI:—Telegraphic Address: "DOCK" NAGASAKI.

	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
No. 1	510 ft.	77 ft.	26 ft.
No. 2	350 ft.	53 ft.	24 ft.
No. 3	714 ft.	88 ft.	34 ft.

3 Dry Docks.
1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always
ready at short notice.

AT KOBE:—Telegraphic Address: "WADADOCK" KOBE.

	No. 1.	No. 2.
Lifting Power	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in	460 Feet.	580 Feet.
" Breadth "	56 "	66 "
" Draft "	22 "	26 "

The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.
The Floating Scaffer, capable of lifting 40 ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION

LONG HING & CO., PHOTO SUPPLIES.

17, QUEEN'S ROAD CENTRAL.

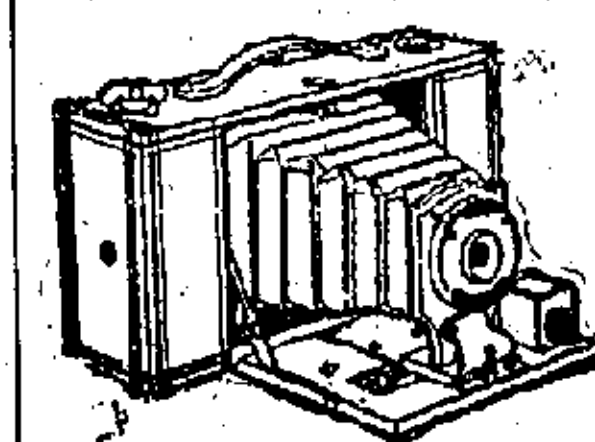


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KODAKS and CARBINE CAMERAS, &c.
FRESH KODAK FILMS IN STOCK.
DEVELOPING AND PRINTING A SPECIALITY.

[a910]

P. & O. STEAM NAVIGATION CO.

S.S. "MARMORA."
(10,500 TONS.)

CAPTAIN G. H. C. WESTON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON
VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 18TH, 1911,
STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

MARSEILLES - - - - - APRIL 15TH.
LONDON - - - - - APRIL 22ND.

FARES TO LONDON:—
1st SALOON £71.10 SINGLE; £106.14 RETURN.

2nd " £48.8 " £72.12 "

For Further Particulars, apply to

E. A. HEWETT,
SUPERINTENDENT

LANE, CRAWFORD & CO.

(TELEPHONE 97).

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FOOTBALL BOOTS

FOOTBALLS. SHINGUARDS.

CRICKET BOOTS

CRICKET BATS AND BALLS.

BATTING GLOVES.

W. K. GLOVES AND LEG GUARDS.

HOCKEY STICKS

SPECIAL QUOTATIONS TO CLUBS.

LANE, RAWFORD & CO.

[a28]

C. LAZARUS & CO., CALCUTTA.

BILLIARD TABLES

MANUFACTURED BY

C. LAZARUS & CO., ARE

KNOWN THROUGHOUT

INDIA.

[a747-2]

NOTICES OF FIRMS

NOTICE.

THE RUSSO-CHINESE BANK having
amalgamated with the Banque du Nord
on 17th October, 1910, under the style of the
RUSSO-ASIATIC BANK, all the Assets and
Liabilities of the former are transferred to the
RUSSO-ASIATIC BANK.

HONGKONG, 19th October, 1910. [a1190]

NOTICE.

THE Assets, Liabilities and Business of the
RUSSO-CHINESE BANK have been
taken over by the RUSSO-ASIATIC
BANK as from the 17th day of October, 1910,
and the Business formerly carried on by the
RUSSO-CHINESE BANK will be continued by
the RUSSO-ASIATIC BANK in the same premises
and under the same management.

HONGKONG, 19th October, 1910. [a1191]

CHINESE, Men's Hair, Brushes, Feathers
and Stick Canes. Well introduced AGENT
wants the agency of first class firms to represent
them in Germany, eventually in France,
Holland, Belgium and Switzerland. First Class
reference, given and required. Apply sub
"P.S.K. 180," Care of Rudolf Mosses,
Advertising Agency, Frankfurt-on-Main.

[a1185]

NOTICE OF FIRM

SUN SHING.

THE BUSINESS of the SUN SHING is
now being carried on in co-partnership by
the undersigned at the usual address, No. 90,
Queen's Road Central, Victoria, Hongkong, and
Mr. LEUNG WING PO has been Appointed
MANAGER.

The Public are respectfully solicited to
continue their patronage and confidence, and
their Orders will be carefully and promptly
carried out.

NG HON CHI,
TSI YUM CHI,
SUM PAI HING,
FUNG HEUNG CHUN,
CHAN HING HO,
CHEUNG YUNG CHAU,
CHEUNG MAN HING,
CHAN TSE MUT,
LEUNG HOK LAU.

Hongkong, 11th October, 1910. [a1165]

NOTICE OF REMOVAL.

WE have This Day REMOVED our
Offices to No. 8, DES VEAUX ROAD
CENTRAL, 2nd floor (corner of Ice House St.)
WEAVER & BAYEN,
Architects and Surveyors.
Hongkong, 1st October, 1910. [a1134]

HOTELS

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
Residents.
Electric Lifts to each Floor.
Electric Lighting and Fans.
Telephones on every Floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRA.]
A. F. DAVIES, Manager.
[a35]

KING EDWARD HOTEL.

A HIGH CLASS HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the

MANAGER.
Hongkong, 24th July, 1905. [a1206]

ORIENTAL HOTEL.

QUEEN'S ROAD, CENTRAL.

A FIRST CLASS AND UP-TO-DATE
HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly
renovated, extensively enlarged, and is now
luxuriously furnished and up-to-date in every
respect, situated in the most central position.
Large and Airy Rooms, Hot, Cold, and Shower
Baths, Electric Light, Thoughtful and Fans,
Large and Comfortable Lounges, Private and
Public Bars and Billiard Rooms, CUISINE
ENTIRELY UNDER EUROPEAN
SUPERVISION, Sanitary Arrangements of
the latest, HOTEL LAUNCH MEETS ALL
STREAMERS. Monthly Rates for Tiffin and
Dinner. Special Rates for married families on
application to

J. H. OXBERRY,
Manager.

FREDERICK REICHMANN,
Proprietor.

(late Manager of J. H. LYONS (Trocadero),
leading Caterers in London, and
GRAND ORIENTAL HOTEL, Colombo).

TELEPHONE No. 197.

TELEGRAPHIC ADDRESS "COMFORT,"
Hongkong.

Hongkong, 1st September, 1910. [a542]

"BRAESIDE." PRIVATE HOTEL.

STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy and
Well Furnished Rooms, every house comfort
Fine View of the Harbour.

Telephone, No. 690.

Apply to— Mrs. F. W. VATTES,
"Braeside," 20, Macdonnell Road.

Hongkong, 4th December, 1907. [a36]

VICTORIA HOTEL

SHAMKIN-CANTON.

MANAGER—MR. H. HAYNES.

Telegraphic address—"VICTORIA, SHAMKIN."

SITUATED ON THE BRITISH CONCESSION

MACAO HOTEL

MACAO.

Telegraphic address—"FARMER, MACAO."

SITUATED IN THE CENTRE OF PRATA GRANDE

Both Hotels electrically lighted, and under
experienced European Supervision.

GUIDES AND CHAIRS PROVIDED.

Every information and Special attention given
to Tourists.

REASONABLE RATES.

WM. FARMER
Proprietor

[a1004]

"BOA VISTA" (HOTEL-SANITARIUM OF SOUTH CHINA).

MACAO.

THE Hotel is under European manage-
ment and most strict supervision as to
food, cleanliness and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous for
a few days rest and quiet.

Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.

Macao is 40 miles south-west of Hongkong.

Two steamers (ss. Sui An and Sui Tai) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with
both these centres.

Cable Address—"BOA VISTA."

For Terms, apply to

THE MANAGER

[a213]

INTIMATION



A. S. WATSON & CO.
LIMITED,
ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS

BRANDY:

	Per case of 1 doz.
A—SUPERIOR PALE, Red Capsule	\$29
B—SUPERIOR OLD COGNAC Red Capsule	23
WATSON'S ... COGNAC, Gold Capsule	23
C—SUPERIOR OLD LI- QUEUR COGNAC, Gold Capsule	29
D—VERY FINE PALE OLD LIQUEUR COGNAC, Gold and White Capsule ...	35
E—FINEST OLD BROWN BRANDY, Gold and White Capsule	40
HENNESSY	30
ROUSSELLEAU'S CHAM- PAGNE LIQUEUR	40

	Per Doz.
FINE PALE COGNAC (Marie Brisard & Roger's)	\$20.80
S. O. F. V. O. COGNAC (Marie Brisard & Roger's) ...	64.80
VERY FINE LIQUEUR COGNAC, 60 Years Old (Marie Brisard & Roger's) ...	100.00

Note—For Hongkong the above Prices will be increased by the amount of duty payable—\$7.30 Per Dozen.

A. S. WATSON & CO.
LIMITED,
ALEXANDRA BUILDINGS. [25]

NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news items should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.
No anonymous signed communications that have already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.
Telegraphic Address: PRESS.
Codes: A.B.C. 5th Ed. Editor.
P. O. Box, 34. Telephone No. 12.

BIRTHS.
On October 18th, at Shanghai, the wife of WALTER F. WINGROVE, of a son.
On October 18th, at Shanghai, the wife of C. A. WEATHERHEAD, of a son.

MARRIAGE.
On October 18th, at Shanghai, FRANK BAYLES, to HILDA BEVIA HUGHES.

DEATHS.
On October 18th, at the Landrindred Wells Nursing Home, Wales, ANNE, the beloved wife of J. W. H. JOHN, I. M. Customs Service, Shanghai.

On October 20th, at Shanghai, CHARLES ALFRED PETERS, wharfinger, Shanghai and Hongkong Wharf Co. Ltd, aged 49 years.

HONGKONG OFFICE: 10A, DES VOGES ROAD C LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, OCTOBER 25TH, 1910.

SIAM, by the death of King CHULALONGKORN, has lost a well-beloved sovereign. He had reigned over the Kingdom longer than any monarch in the annals of his country, and it will be recalled that just two years ago when his Majesty reached the fortieth year of his reign the occasion was made a time of popular rejoicing throughout the country. A national memorial was erected at Bangkok, the capital city, in the King's honour, and on that occasion His Majesty himself in reply to an address of congratulation reviewed in general terms the history of his reign. It devolved upon King CHULALONGKORN when he was called to succeed his father on the Throne of Siam to inaugurate a revolutionary reform in the methods of administration to meet changed times and circumstances. In former days the chief cares of Government in Siam,

to use the King's own words, were "fighting the country's enemies, repelling invasion, extending and consolidating the power of Siam, and, again, fostering the development of agriculture among the people." Of foreign trade there was but little, and what there was of it was confined to adjacent countries and carried on by only a small class of the population. It was in the reign of King CHULALONGKORN's father that friendly relations were entered into with foreign nations and the way paved for more extensive international commerce. He perceived that administrative changes were necessary to national progress, but he lived long enough to take only the initial steps. The task of elaborating these reforms devolved upon his son CHULALONGKORN. Sir ANDREW CLARKE, who was at that time Governor of the Straits Settlements, sent a special mission to Bangkok to represent him at the Coronation, and this led to a friendly relationship between the King and Sir ANDREW, which was maintained down to the time of the British diplomat's death in 1902. Among the earliest communications Sir ANDREW received from the King was one which read as follows: "Only by the support of a powerful country can a weak one be rapidly developed, and therefore we beg that Your Excellency appointed by H.M. QUEEN VICTORIA, to govern a British Colony, which is very close to Siam, will suggest and advise us as to whatever is likely rapidly and largely to develop our resources." Sir ANDREW, his biographer tells us, always held that a great opportunity of increasing British influence in Siam was lost at this time by the apathy of the British Government. Nevertheless, Sir ANDREW was able to render great service to the King and his country a few years later when he was invited to visit Bangkok to settle a dispute between the First King (CHULALONGKORN) and the Second King (his cousin, whose claims had the support of the ex-Regent and the British Consul). With admirable tact Sir ANDREW effected a reconciliation on terms which placed beyond doubt or cavil His Majesty's authority over the armed forces of the Kingdom and assured to His Majesty the exclusive right of controlling and regulating its finances. Sir ANDREW, in a letter to Lady CLARKE at that time described King CHULALONGKORN as "really sharp and clever," and also well-meaning. During the forty-two years of his eventful reign, His Majesty has given ample proof of the correctness of that estimate. It was no empty boast when the late King declared a couple of years ago that greater changes had been accomplished in the last forty years for the welfare of the race than in any five hundred years of Siam's national existence. Progress, it is true, has been much slower in Siam than it has been in Japan, but it will ever stand to the honour of King CHULALONGKORN that throughout his long reign he has shown himself an enlightened and sagacious ruler, consistently striving to secure the advancement and prosperity of his kingdom and the welfare of all his subjects. We believe the new King is thoroughly imbued with the spirit and the ideals of his lamented father, and what is already known of the new ruler inspires confidence in the belief that he will worthily carry on and develop the enlightened policy which has distinguished the long reign just brought to a close.

One British case of diphtheria, one Chinese fatal case of enteric fever, and one British case of puerperal fever were notified in the Colony last week.

Sir Robert Bredon has informed a Press representative in England that since his return from China, he had tried to see Sir Edward Grey, but the latter would not see him.

At the Magistracy yesterday Mr. J. R. Wood sentenced a native to two weeks' imprisonment for being in unlawful possession of two bags of rice.

The marriage is announced to take place at the Cathedral at Shanghai to-day of Mr. C. L. Williams, of the U.S. Consular Service, lately stationed at Nanchang and Chefoo as Vice and Deputy Consul-General, and Miss D. Endicott, of Shanghai.

A Chinese who appeared before Mr. J. R. Wood at the Magistracy yesterday on a charge of returning from banishment, told his Worship he came back to worship his ancestors. He was sentenced to six months' imprisonment and four hours' stocks.

A school boy, while cycling along Bonham Road on Sunday, ran down a woman carrying a child. He offered to compensate her with \$10. She asked \$30, and as the boy declined to pay this amount, he was taken before Mr. E. R. Hallifax at the Magistracy. His Worship suggested a compromise, and the woman agreed to accept \$15.

Firework displays are advertised on page 4 to take place at the Happy Rehearsal, Happy Valley to-night and to-morrow night.

A special excursion on the Kowloon railway to the terminus and back is advertised for this afternoon. Particulars will be found in our advertising columns.

Herr Dernburg, the late German Minister for the Colonies, was entertained to dinner by the members of the German community at the Club Germania last night. Mr. A. Becker presided over a company which numbered about eighty. The proceedings were private.

Lieut Davidson of The Buffs, who has acted as hon. treasurer and secretary of the Bedford Relief Fund is leaving the Colony on Wednesday next per H.M.T. *Rohilla*, and we are asked to mention that all communications etc. dealing with the Bedford Relief Fund should in future be sent to Mr. G. Balloch, c/o Messrs. Gilman & Co.

The *Peking Daily News* in a leading article on the Hongkong University project wishes Sir Frederick Lugard's efforts unparalleled success and hopes the Hongkong University will stand high among the Universities of the world. Our contemporary says: "It is gratifying to learn that Sir Frederick Lugard will make a short stay in this Capital on his way to Hongkong, where he is much respected and loved as a most benevolent Governor."

Herr Heineken, managing director of the North German Lloyd S.S. Company in Bremen arrived in Hongkong early yesterday morning by the French Mail steamer *Océanien* from Shanghai. Herr Heineken, who is on a business trip in the interest of his Company and who has already visited Australia, New Guinea, Japan and North China, intends spending about a week in Hongkong, Canton and Macao, and will probably sail for Singapore on Nov. 2nd by N.D.L. s.s. *York*.

Since the Government has encouraged the Chinese to keep cats with a view to keeping away rats and exterminating plague the cat has grown to be considered an animal of value, and consequently worthy the attention of the thief. Yesterday a cat appeared before Mr. J. R. Wood at the Magistracy on a charge of stealing one of the feline species, and the animal was exhibited in Court and made its presence felt. A lunkhead saw the defendant coming out of a house in Chung Hing Street carrying a bag in which the cat was concealed. When the defendant saw the lunkhead he dropped the bag and ran. The constable after securing the bag, chased and caught the thief in Queen's Road. When he had heard the evidence his Worship sent the defendant to prison for four days.

HARMSTON'S CIRCUS.

The circus will arrive in Hongkong this week and will open on the usual ground at Causeway Bay on Friday next. The advertisement appearing on another page gives a lengthy list of attractions, which it will be seen well maintains Harmston's reputation and should ensure large public patronage.

SCHOOLBOY CHARGED WITH ASSAULT.

A scholar named Ng Shi Po, who resides on the first floor of 28, Stanley Street, was charged before Mr. E. R. Hallifax at the Magistracy yesterday with assaulting a school girl 14 years of age on May 30th. The complainant resides in the same house as defendant, and when she returned from school one day the boy is alleged to have accused her of borrowing and lending money, and to have given her a sound thrashing. She complained to the police, a summons was taken out against the accused, but he failed to appear. Then a warrant was issued, but the boy is said to have evaded this by going to Canton and remaining there. Yesterday he returned to the Colony, surrendered himself to the police, and was arraigned before Mr. Hallifax. Mr. Otto Kong Sing appeared for the defence, and the hearing was adjourned.

MUSICAL TREAT FOR HONGKONG.

M. RAFALEWSKI AND MISS LILL SHARP.

M. Rafalewski (Court pianist and violinist), and Miss Lill Sharp, the Australian Nightingale of the Kubelik concert, London, and gold medalist, have arrived in Hongkong. They have decided to give a recital on a date yet to be fixed upon, before proceeding on their world's tour. A great deal of interest will naturally be taken in this function, and a large audience will no doubt give the artists the welcome to which they are entitled. At Simla they performed at the Town Hall under the distinguished patronage and in the presence of the Viceroy and party, H.E. The Lieutenant-Governor of the Punjab, and Lady Dene, and Lord Kitchener. The artists were afterwards presented to H.E. the Countess of Minto, who congratulated them on their programme, and at Darjeeling their highly successful recitals were also under the patronage of H.E. the Lieutenant-Governor of Bengal. It is interesting to know that on Madame Albani's visit to Australia, she expressed a great opinion of Miss Sharp's future career. Miss Sharp has amongst other things accomplished the unprecedented feat of taking prizes as a young girl for contralto, mezzo-soprano and soprano in one afternoon. Critics have acclaimed M. Rafalewski as a marvel. He was the favourite pupil of the Hungarian master Remenyi. Rafalewski now plays on his late master's famous Guarnerius del Gesù violin, which cost £750.

We understand that the visitors will give their first concert at the end of the present week when a veritable musical treat may be expected.

TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[FROM THE "CHUNG NGOI SAN PO."]

CHINA'S BUDGET.

PEKING, October 24th.
It is estimated that the Imperial budget will show a deficit of 22,000,000 taels and the Provincial budget a deficit of 25,000,000.

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

DEATH OF KING OF SIAM.

CROWN PRINCE PROCLAIMED KING.

LONDON, October 23rd.
A Reuters message from Bangkok states that the King of Siam died after a few days' illness.

The cause of death was uræmia.
The Crown Prince has been proclaimed King.

Sir Hormusjee Mody, Acting Consul for Siam in Hongkong, writes to us:—It is with sincere regret that I have to forward for your information copy of a telegram received by me last night:—

[COPY OF TELEGRAM.]

"With profound sorrow I announce the demise of His Majesty Chulalongkorn after a short illness from an acute attack of uræmia on Sunday morning at 12.45. Court mourning one year, including three months, full mourning. His Royal Highness the Crown Prince has been proclaimed King Maha Vajiravudh."

(Signed) DEVAWONGSE.

THE PERSIAN DIFFICULTY.

LONDON, October 24th.
A Berlin telegram states in reference to anticipations in the Press, that the British Note to Persia will be the forerunner of partition, the semi-official "Norddeutscher Zeitung" says the announcement that Great Britain has no intention of encroaching on the integrity of Persia has induced a calmer view of the situation both in Europe and Persia.

LIEUT. SUTOR RE-ARRESTED.

LONDON, October 24th.
Ex-Lieutenant Sutor, who has recently resigned his commission, has been re-arrested in connection with certain Press interviews.

FRANCE AND TURKEY.

LOAN NEGOTIATIONS BROKEN OFF.

LONDON, October 24th.
The Franco-Turkish Loan negotiations have been broken off.
Turkey objects to the extent of the supervision over her finances which France requires should be given to French officials.

POLITICAL CRISIS IN GREECE.

LONDON, October 23rd.
It is reported from Athens that in the Chamber of Deputies the Prime Minister, M. Venizelos, made a statement in which he said that the Government intended to maintain discipline in the Army and to enforce the laws.

Greece required a long period of peace and tranquillity for the task of regeneration, and the Premier demanded a vote of confidence in the Government.

After a heated debate the supporters of Messrs. Ralli and Mavromichaelis withdrew.

The Chamber rose in the absence of a quorum, and M. Venizelos told his friends that he intends to resign.

SUPREME COURT.

Monday, 24th October.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

COMPANY LAW.

An interesting discussion affecting the application of the Hongkong Company Ordinance to Shanghai companies registered thereunder arose on the petition for the winding up of the Dallas Horse Repository Company, Limited, Shanghai. The petition, which was presented by Frederick Dallas and Richard Dallas, both of Shanghai, directors of the company, was supported by Mr. G. C. Alabaster, instructed by Mr. Jackson, of Messrs. Johnson, Stokes & Master.

Mr. Alabaster having read the petition and the affidavits, explained that Mr. Norman Thomson had been appointed provisional liquidator.

His Lordship said—I believe I am right in saying that this is the first Shanghai company which has ever presented a petition for winding up. There is nothing in the Hongkong Ordinance which authorises Shanghai companies to be registered in Hongkong. Shanghai Companies are not specifically mentioned.

Mr. Alabaster—There are several companies locally registered in the Colony, several of which under the Ordinance are allowed to keep local registers in Shanghai although in fact they are registered here.

His Lordship—They are allowed to keep registers in Shanghai, but they are registered in Hongkong, because the whole of their business is in Shanghai. There is nothing passed by the Legislature deliberately authorising the recognition of Shanghai companies.

Mr. Alabaster—But they are recognised in that way, my Lord.

His Lordship—I should just like to see that. Mr. Alabaster—There has been a great deal of trouble because several of these companies are Shanghai companies except that they are registered here. This Ordinance was passed, and it has been amended two or three times.

His Lordship—There is a recognition of the fact, but not an authorisation of the fact. I have very great doubts—I am going into it very fully this morning because it is obviously a most important question. I have very grave doubts whether a Shanghai company can register under the Hongkong Ordinance. It is perfectly true that persons out of jurisdiction can make a company and register under the Ordinance or under the Act. It is also perfectly true that the business of the company may be entirely abroad, and therefore you may get this combination of circumstances, persons entirely abroad, the business entirely abroad, yet they may register, but the condition of the registration is that they carry on business in England or in Hongkong as the case may be. Now the business carried on may be abroad, but the carrying on of the business must be in England, otherwise you have a statute applying to people not within the jurisdiction, applying to people whose business is entirely abroad and who themselves have nothing but a registered office. In one case in which the matter was considered they referred to the fact of there being in the registered office only a table and chair. Now in this case I imagine there is nothing more than a nominal registered office. I don't suppose there is even a room.

Mr. Alabaster—There is a notice board, I know. I understand the practice here is, for most of the solicitor's offices to be the registered office of a Shanghai company.
His Lordship—There is no room set apart. There is nothing at all. I am very anxious not to disturb or upset the existing practice, but my difficulty is this: If I pass this petition, which is the first petition under the Act without saying something, it will be taken to be a recognition of the fact, and it will be assumed that the Court admits that the registration is right. In the first place, I have very grave doubts whether a company can be registered at all. Secondly, it is perfectly clear that I have no jurisdiction under the Act. Continuing, he said—What can be done is this—If with the combined assent of the two different powers, that is to say, the Foreign Office and the Colonial Office, an Ordinance could be passed here simply sanctioning Shanghai companies being registered and thereupon all the jurisdiction follows. Then it would be as simple as possible.

The Attorney-General (who was unrobed)—I regret I am not robed.

His Lordship—I especially wanted your assistance.

The Attorney-General—The whole object of this Ordinance (No. 20 of 1909) is to give some recognition to the companies registered here, but whose business is carried on elsewhere. As your Lordship will see in the new Consolidating Bill which is now before the Legislative Council, we deal fully with the position of companies registered but trading outside the Colony. Not only that, but we provide specific penalties. We are asking them to amend exactly the same as if they were trading in Hongkong. We are giving them certain time to produce the documents, making the new Ordinance applicable to those companies.

His Lordship—Then this case is most *appropos*. I am very glad that I asked you to be here. What you want to do is to give this Court more company law jurisdiction over the persons who are not in the Colony. What you want is to authorise this Court to exercise jurisdiction which it does not possess at present.

The whole of the Companies Ordinance with regard to Shanghai needs to be altered. For instance, in this case I cannot make an order restraining the actions in Shanghai.
The Attorney-General—It would have no power in Shanghai.

His Lordship—The only thing that can be done is that the Shanghai Court can set on the recognition of this order. You have this difficulty. Suppose an action against the directors of the company—either civil or criminal—and the director is in Shanghai—
The Attorney-General—The only remedy we have is to expunge them from the register.
His Lordship—I think you want more power than that. You have this difficulty. You have the companies registered under the Ordinance, but yet no Court would feel that it possessed jurisdiction.
The Attorney-General—Clearly your Lordship would have no power to stay proceedings in Shanghai.
His Lordship—Nor could I make any orders against the directors. I have very grave doubts as to whether I can appoint a receiver, but I have done that because I don't want to raise difficulties, more especially now that there is a new Ordinance.
His Lordship suggested that a clause should be inserted in the new Ordinance specially dealing with Shanghai companies and authorising the complete extension of jurisdiction under the Companies Ordinance to everybody concerned.
The Attorney-General said he would be obliged if his Lordship would confer with him on the subject.
His Lordship replied that he would.
The order was made and Mr. Norman Thomson was appointed liquidator.

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AN EXTRADITION CASE.

Before Mr. E. R. Hallifax at the Magistracy yesterday afternoon Mr. H. L. Denny, Acting Crown Solicitor, applied on behalf of the Chinese Government for the surrender to China of Wong Ah Ngon on a charge of kidnapping in Canton.

Mr. Denny informed the Court that the accused was charged with kidnapping a small boy, nine years of age, from Canton on June 9th. It appeared that the defendant was well-known to the boy and to his relatives. Apparently he met the boy in the street and told him he had obtained his mother's permission to bring him to Hongkong. The boy, knowing the defendant and trusting him, came here, and it appeared that he was sold to somebody in Amoy. At any rate the boy was taken to that place. His grandmother and mother made complaint, the youth was traced to Amoy and there he was handed over to some friends of the family. Defendant had already stated that he brought the boy from Canton, and said he was willing to go back there. At that time the formalities had not been complied with, so that all that could be done was to release him and let him return home. The Chinese authorities, however, did not think this advisable and an officer was sent down to formally requisition for his extradition on a charge of kidnapping. Mr. Denny did not know what the accused intended to say now, but unless he altered his story he did not think there would be much difficulty in proving the case.

Evidence was called and the hearing adjourned.

FOOTBALL CHAMPIONS OF CHINA.

The first National Athletic Meeting in China took place at Nanking from October 18th to the 22nd and representatives from Hongkong participated. Their success is indicated by the following telegram sent to Hongkong: "South China football champions, MacPherson."

CHINESE BANK FAILURES.

The *Peking Daily News*, which is regarded as having a semi-official status, has the following comment on the recent failure of Chinese banks:—

Hitherto our Government has been adopting a policy of *laissez faire* in regard to banking institutions and has not, it may safely be said, devised adequate means to meet emergencies of this nature or enacted laws for the protection of the public against unscrupulous speculation among bankers. No doubt, the Tuchi Fu has suggested some regulations for controlling Chinese banks in the issuance of bank notes, but how far such measures have become operative remains to be seen.

The great lessons to be learned from the present crisis are multifarious. So far as we know, the question of the issuance of bank notes by Chinese banks other than government banks and that of reserve and government auditing of their books are among the most important. In foreign countries such as England, France, Germany and many others, the issue of bank notes is exclusively placed in the hands of government banks, and no other bank without previous authorization can enjoy the privilege of issuing paper money. The suggestion of the Tuchi Fu is certainly a happy one when the Ministry in a memorial to the Throne proposes that the right of issuing bank notes as enjoyed at present by banks other than government institutions should be taken away at the end of five years, and that the total number of notes thus issued or circulated should be put on record, one fifth of which is to be redeemed by the issuing banks every year in this period. In the meantime it may well be observed that some regulations like those enforced in the United States or Germany should be adopted so that those issuing banks may for the time being be allowed to issue notes with a required amount of reserve, or deposit with the Government treasury.

LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Luetow*, carrying the German Mails with dates from Berlin of the 5th instant, left Colombo on the 22nd instant p.m., and may be expected here on or about the 2nd prox.
The I.G.M. str. *Princess Alice*, which left here on the 20th instant, at 6 a.m., arrived at Shanghai on the 22nd instant, at 5 p.m.
The I.G.M. str. *Prinz Bital Friedrich*, which left here on the 19th instant, at noon, arrived at Singapore on the 23rd instant, at 9 a.m.

HAMBURG LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."]

September 29th.

The weather this last fortnight has been so fine (straw hats have reappeared on Chango) and trade, partly owing to the continued labour troubles in Germany and England, has been so dull, that I feel inclined in this letter to devote my attention principally to other than commercial matters.

THE MAYOR.

To begin with, then, and presuming that some of your readers hail from Hamburg, I would mention that the Mayor of this great city, Mr. William O'Swald, on Sunday last, with his good lady, a daughter of a former partner of Messrs. I. H. Merck & Co., celebrated his golden wedding, the Senate of Hamburg presenting him with a magnificent opera.

Although the O' in his name has quite an Irish flavour about it, his family on the contrary originally came from Siberia, where they can trace their ancestry back for some 300 years. His grandfather some 140 years ago migrated to Hamburg, and soon afterwards was entrusted by King William II. of Prussia with an important commercial post under the Crown. His son in 1831 founded the firm of W. O'Swald & Co. in Hamburg, trading with Zanzibar, Madagascar and Africa—and likewise was the recipient as Prussian Consul-General of many Royal favours. The son again, the present Mayor, achieved special distinction about 1860 by bringing about a commercial treaty between the Sultan of Zanzibar and the German Hansa towns.

Together with his brother he has succeeded in steadily increasing the world-wide reputation of his firm, from which latter he retired only a few years ago.

THE SCHROEDER COLLECTION OF PICTURES.
I venture to think nobody was more pleased than he when he received on behalf of the town of Hamburg the marvellous collection of pictures bequeathed to it by the late Baron Henry Schroeder, of London. The pictures found a worthy home in the "Kunsthall," where I went to inspect them a few days ago.

Many of them are well known, such as Jerome's "Phryne before the Judges," and his "Mahomedans at Prayer," Meissonnier's "Chess-players," Rosa Donheur's "Changing the Pasture," P. Delacroix's "Napoleon in Fontainebleau in 1814," Ario Schaffer's "François de Rimini," Alma Tadema's "Vintage Festival in Ancient Rome," and his "Triumph of Bacchus," and L. Knaus's "Village Council," but there are also many others by these artists, and, moreover, I noticed glorious examples by the great French painters Troyon, Daubigny, Dupré, Cam. Corot, Dégas, F. de Frère, Roybet, and Gallart. Finally, other countries are represented by T. T. Ziem, Ad. von Mentzel, von Pottenkötter, Hans Gude, M. von Munkacsy, Tonnart, Seimstoss, Schreyer, Leya—Henrietta Brown's touching picture, "Sisters of Mercy," occupying a specially favoured position. Truly a marvellous collection of immense value, both artistically and commercially, of which the Hamburg citizens may well be proud, and which the cranking German "Secessionist School" might do well to study and profit by. Apart from the Schroeder Collection, I was much struck by a number of canvases by Graf Kalkreuth, an artist living near Hamburg, and who delights in delineating the features of Hamburg citizens and citizenesses, and scenes from the harbour and river, with its boats and barges and turbulent waters—as well as glimpses of the surrounding country.

POLICE DOGS.

An interesting event this last week has been the official trial of police-dogs on the Rönner racecourse, where many prizes were awarded. These clever animals are trained to do the most extraordinary things in tracing criminals, finding lost property, etc. They have been in constant use now for some time in this part of the world and have achieved excellent results many murders owing their capture and proof of guilt to the keen scent and wonderful instinct of these dogs.

MUSHROOMS.

A trade which in a small way has assumed considerable proportions of late years is the gathering of mushrooms in the pine forests of North Germany. According to the *Tägliche Rundschau*, who families take to this occupation the moment the first mushroom of the season pops its head through the moss. Father, mother and child go out at daybreak with their baskets and barrows and carry their spoil in the evening to the village inn, where the dealer is eagerly expecting their arrival. Some families collected as much as 150 to 200 lbs. a day so plentiful has been the crop this wet season, and though sometimes they get no more than 3d a lb. for them, the gatherers were well content with their receipts.

GERMAN TOYS.

Pasting to a more important and yet apparently minor matter, it may interest your readers to see some figures relating to the export of toys from Germany. In 1907, says the *Hamburger Nachrichten*, some \$4,000,000 worth were exported; in 1908 over \$3,000,000; in 1909 the amount once more approached \$4,000,000, and this year promises to beat the record.

COTTON.

I have previously referred to the impasse in the bill of lading matter for cotton from American ports and that most European banks refused to accept drafts against them unless guaranteed by American banks, a demand which these banks refused to accede to. Last week a meeting took place in London of a number of leading European banks, at which fresh proposals were drawn up to be submitted to the American banks, which may lead to a satisfactory settlement of this vexed question.

By this way the "September Corner" in cotton has ignominiously collapsed both in Liverpool and New York. Talking of cotton I must tell you that Mr. Theodore H. Price, the great American cotton operator, claims to have invented a cotton-picking machine, which, worked by one man, will pick as much cotton in a day as can be picked by fifty men by hand. He says he has successfully tested the machine in the Texas cotton fields early in September.

DYNAMO WORKS SOLD.

I learn that the well-known Felten-Guilleme Electricitäts Gesellschaft of Berlin-Guileme's dynamo works have been sold to the Allgemeine Electricitäts Gesellschaft of Berlin.

PURE RADIUM METAL.

I must not close this letter without telling you of a further wonderful achievement by Mde. Curie, who with her husband was the first to discover radium. She, with her collaborator, Debierne, has now succeeded in producing the pure radium metal. It was done by the electrolytical treatment of radium bromide, and the distilling of the amalgam obtained. The pure metal is white in colour, but turns black when exposed to the air. Its atomic weight is 206, and the hitherto known characteristic of radium showed themselves in a still more prominent way. Paper brought into touch with it was set alight and water is separated into its chemical components. The small amount of metal obtained was secured in an airtight glass-tube.

SOCIAL CUSTOMS IN CHINA.

EARLY MARRIAGES AND THEIR EVIL EFFECTS.

There seems to be all but a consensus of opinion that Korean boys on the whole are as smart and clever as Japanese boys. In school, in commercial establishments, factories, and everywhere else, writes a correspondent of the *Seoul Press*, one hears a decidedly favourable opinion of Korean boyhood. The reputation, however, begins to wane as soon as these same boys have reached maturity. It is asserted that later on they make little progress in their work, that they are tardy in discharge of duty, and that they scarcely show any interest in their occupation more than that aroused by dread of dismissal. Possibly several causes may combine to make up such premature individual degeneration; but I think the most serious of these causes will be found in the custom of early marriage. The evil of the custom has lately been recognised by a limited section of intelligent Koreans, and during his reign H.H. Prince Yi deemed it necessary to issue an edict against the custom. The edict enjoined the people to discuss early marriage as far as possible and fixed the marriageable age at 17 for men and 15 for women—the same as the limit provided in the Japanese Civil Code. It has no doubt done a good deal towards bringing about a decline in the custom, but it is too old an institution to be pulled down by one stroke of the pen. Korean parents impatiently look forward to the day when their sons will attain the age of seventeen, while not rarely is the edict largely disobeyed. It was not very long ago that I read a paragraph in some local vernacular paper criticising a Korean of distinction then in a certain responsible post of the Government for having had one of his nearest kin married before the prescribed age. The criticism, however, was apparently evoked little echo even in the more intelligent circles. They are aware of the evil, but seem to find the temptations that immortal custom offers too strong. Those who suffer most from this institution are evidently the youth themselves, who, in a sense, are compelled to marry by their parents. It is rather common in this country for a young husband only a few years above twenty and with no initial advantage for starting in life, to be made responsible for the maintenance of a family of seven or eight. Men with such a lot, no matter what may be their potential talent, would hardly be able to give it full development. Their energies would be helplessly exhausted by the struggle to adjust expenditure to income as well as to the care and vexations which usually accompany a married state. Others in more advantageous circumstances and who are not obliged to sacrifice every hour of their lives to bread-winning are often spoiled by intemperance and grow old quickly.

In my opinion, continues the *Seoul Press* correspondent, the crusade against early marriage must first be directed towards the rising generation. Modern education promises to be one of the most efficient instruments for the termination of the custom. A Korean friend recently told me that boys attending school began to show a dislike to early marriage. Is it not a very encouraging sign? I think that the school hours for ethical lessons can be advantageously utilized for the promotion of the object. Too much zeal on the part of teachers is likely to do more harm than good, but explanation on the evils of the habit by schoolmasters with good sense and ability will be able to get great results. The adoption of mixed education of Japanese and Koreans, as suggested by me in a previous article, will, I hope, greatly accelerate the accomplishment of this momentous task. In the meantime public lectures may be resorted to for the purpose of awakening the elderly to the bad effect of early marriage. It may also be hoped that foreign Christian workers, who are so anxious to do good to Koreans and have already done them very much good both spiritually and physically, will not be found unwilling to help the Japanese in such a benevolent cause. They command great respect and influence among Koreans, old and young, and I am sure that their sincere cooperation in the movement would be found exceedingly valuable. These joint efforts reinforced by the ever-increasing vigour of the battle of life will steadily bring an end to the custom.

CHANNEL AIR SERVICE.

IN TWENTY-FIVE MINUTES AT A COST OF 3s. 7d.

An aeroplane service between England and France, on which the cost will be about 3s. 7d. for the single journey, is forecasted by the president of the French Aerial League, in a letter to the Mayor of Folkestone.

He estimates that the journey will occupy about twenty-five minutes, and will cost one penny per kilometre, or five-eighths of a mile, and that two or three passengers will be carried by each machine.

The president of the league invites Folkestone to join Boulogne in raising the £20,000 prize which it is proposed to give to the first flying man who makes the double journey between Folkestone and Boulogne four times in one week carrying one or two passengers.

CHINESE WEIGHTS AND MEASURES.

A number of persons interested in "A Uniform System of Weights and Measures in China" were to dine together at the Astor House, Shanghai, last night. The *N.C. Daily News* says:—The dinner is organized by Mr. Howard Richards, Jr., New York. After dinner two papers will be read—one by Professor E. C. Cooper, of St. John's University on "The Metre and the Gramme," the other entitled, "Reasons for the adoption of the International Metric System by China," by Professor S. R. Sheldon, of the Imperial Polytechnic College. A general discussion of problems, before the gathering will follow. Any effort to arrive at uniformity in the weights and measures of China deserve cordial support. As Mr. Howard Richards has pointed out, there are at present upwards of twenty different standards of length in actual use in China and almost as large a variety of weight. Whether it is correct to say that the International Metric System is becoming the standard for China is quite another matter. Clumsy though the English system of weights and measures may seem, it is still the standard in the British Empire, the United States (with limitations), and to some degree in Russia, and at present there are no indications that in any of those countries it is likely to be displaced by metric units. Either system is infinitely superior to the uncertainties of Chinese weights and measures, and foreign merchants will probably lay more stress on uniformity than on the necessity of one particular system.

JOCKEY'S \$250,000.

FORTUNE OF TOM LOATES.

Tom Loates, the famous ex-jockey, who died last month, has left an imposing fortune—the largest by far ever amassed by any jockey. It is said on good authority to amount to something like a quarter of a million.

Never given to the extravagance which characterizes so many jockeys, and earning large sums year after year for a considerable period, Loates probably would have left a good deal of money in any case. But the secret of his immense fortune lies in the fact that Mr. Leopold de Rothschild, who was for a number of years his chief employer, good-naturedly selected and looked after his investments. Speaking of him once to an acquaintance, "Mr. Leo" said, "Yes, Loates is rich—rich," repeating the word with significant emphasis.

Some time ago the knowledge of what had been done for Loates led a professional bookmaker and commissioner to presume on the flimsiest possible acquaintance with a member of the house of Rothschild to approach him on the investment of some winnings. He met with a crushing rebuff. "Well, you know," said the great financier, "there is the Post Office. It is quite safe."

Loates lived until recently at Newmarket, very quietly in a 240 sort of house, and he committed himself to few expenses. But his economy was not of the same rigid kind as that practised by a successful contemporary. This jockey, so the story runs, though earning thousands a year, lived in apartments at an inclusive charge of 35s per week. After some time his landlady came to the conclusion that on these terms he was not exactly a "paying" guest, and intimated as much to him, saying she must put the charge up to two guineas. "If you do," he replied, "I shall leave."

Tom Loates brother Sam, who followed him into retirement so far as riding went, set up as an over-retruster at Newmarket, and is still so engaged, a happy married man living an active life, but Tom found no attraction either in the training or owning of horses or, unfortunately in matrimony. About two years ago he had a long and severe illness, lying for many days on the brink of death. During this illness the little man, so neat and natty when in health and keeping clean-shaven a somewhat round face, grew a beard so long as Kip Van Winkle's was on returning from the mountain after his twenty years' sleep.

Once Loates narrowly escaped a violent death through a mare called Birch Rod, belonging to the late Lord Derby, falling on him in the race for the Liverpool Cup and causing him severe injuries. Another time he was badly knocked about in a fall at Manchester. After his illness Loates married his nurse, and there is much speculation among racing people as to how he has dealt with his money.

The renowned Fred Archer left a fortune of £265,662. He was a widower with one child, a daughter, who inherited the whole of the money, which was looked after by trustees during her minority. Fordham, one of the greatest jockeys of all time, left only £19,903; but in his day the emoluments were on a smaller scale than now. F. Finlay, who died last year, left £18,986.

THREE ACRES OF FIRE.

GREAT BLAZE IN NEW YORK.

A fire which broke out on the evening of the 30th ult. in a lumber yard on the west side of New York, quickly assumed alarming proportions, and was looked after by firemen and engines were concentrated on the scene the fire brigade were for hours unable to gain the mastery.

There was a fresh wind and the great stacks of wood in the yard were fanned into glowing piles of incandescence, whence, within a very short time, large burning flakes were carried on to the roofs of adjacent factory premises, with the result that they, too, were soon blazing furiously.

The scene was an extraordinary one. It seemed from the vicinity of Brooklyn as though such a conflagration must be threatening the entire west side, and it is generally conceded that the spectacle afforded to the many thousands who crowded to all points of vantage was grander than any witnessed in New York for years.

The excitement was intensified when the flames spread to an hotel, but the occupants had had plenty of warning, and made good their escape at an early stage.

Soon afterwards the work of the firemen began to tell, and eventually the fire was got under, but by this time the hotel and numerous other buildings, covering altogether three acres, had been destroyed, and nine people, including one or two firemen, had been injured.

The damage is roughly estimated at a million and a half dollars.

The scene of the outbreak, says Reuter, was Twenty-fourth-street. The property destroyed included a lumber yard, a small hotel, a warehouse, a factory, and several residential houses. The Baltimore and Ohio railway freight yards and Tenth-avenue were at one time in danger.

ASINGAPORE RUBBER EXCHANGE ADVOCATED.

The *Straits Times* is advocating the establishment of a Rubber Exchange in Singapore. In a recent leading article on contemporary affairs, it points out the high importance of making Singapore as great a centre for rubber as Colombo is for tea, and a correspondent recalls our attention to the matter to-day. In the old days London took all the tea at whatever prices it liked to offer, and planters in Ceylon had to put up with a good many losses, but they did not suffer very long. There were men of strength and capacity who were prepared to take in hand the business of buying tea from the growers and selling it at what were considered fair prices. Under the system, Ceylon has prospered and we hear no complaints from the growers. Since we wrote, rubber produced in Ceylon has been taken up by the Colombo merchants also, and they are placing it on the same level as the tea. The Ceylon planter will have no anxiety in future for the fate of rubber in trade. All his produce will be bought in Colombo and from there a good deal of it will be shipped direct to the places where it is required for manufacturing purposes. As yet, however, Singapore has made no move in the direction of establishing a rubber exchange, and it is not outside the limits of possibility that the Colombo merchants will try to seize the opportunity which local inaction is supplying to them, and will make Colombo the centre of rubber commerce for the Middle East. That position belongs of right to Singapore. All the rubber grown in the Netherlands Indies, in Borneo, and in the Malay Peninsula itself would be gladly sold here if there were a market capable of receiving it. But our business for the most part are being run by men who are under instructions from home, and probably some of these instructions have an interest in letting matters go as they are. If the men we have were their own masters they might take action—we are casting no reflection upon their business capacity—but they have to do as they are told, and the question is whether they will be told to do so together as the possibility of forming a Rubber Exchange which would be strong enough to command as much confidence as the brokers in London, and to give better service. If such an exchange were established we have little doubt that the estates would take advantage of it. Planters are not merchants or shippers, and as a middleman service is necessary, the best middleman is the one who takes over the produce most promptly, and with the least trouble. It may be admitted that on a rising market the estate which ships to London gets an advantage, but it would be acknowledged at the same time that on a falling market the reverse experience is met with. Sales in Singapore would be immediate, and the planter would get the best price available for his rubber the moment it was ready. The local merchant with his lower level of expenditure and his greater facilities for distribution could afford to give better terms than are obtained in London.

In a few years' time we shall command locally a good deal more than half the world's supply, and there is a huge profit to be made out of exchange business. All that profit and all that business will be lost if we do not grasp it soon—before it becomes fixed in other channels. At present most of the firms are acting as estate agents, and the business, no doubt, pays for the time being, but it will pay a good deal less by and by, when the necessity for putting management on a more economical basis is recognised. There is, however, nothing to prevent the firms which act as agents working as brokers also. Most of them have men in their service who are thoroughly familiar with the business, because they have been associated with it from its earliest days. They could get buying commissions from the great American Continental consumers if an exchange were to be formed, and could ship direct to these consumers. But a certain amount of co-operation is necessary. Each member of the London Stock Exchange fights keenly for his own hand, but without the organisation of the exchange and the confidence it inspires, the voluntary business transacted would not be so profitable. If a Rubber Exchange is formed here there must be co-operation also. A planter must know that the man, or the firm to which he entrusts his produce, is sound financially, and he must know, also, that the business is conducted openly in the sight of all men, so that there is no tricking him out of his fair due. An exchange has to be responsible for guaranteeing that the prices are fair prices made by the free competition of the members to buy or to sell what is entrusted to them. It must have a meeting and clearing place, and a small staff of competent to deal with general business. We do not wish, however, to pose as mercantile experts, or to define how this or that detail should be arranged. For such matters the mind of the trained merchant is necessary, but occasionally it is true that onlookers see most of the game, and we are in the position of onlookers while the chance of concentrating a great business here is in the balance. It ought not to be missed. All that can be said about the obstacles and difficulties has been said, and were, in fact, said in Colombo when certain far-seeing men told their contemporaries that it was not good enough to let London rule their best industry as it pleased. The local firms are steeped to the eyes in details of agency. Yet their principals might find time to hold a meeting to appoint some shrewd, capable, and impartial person to pay a visit to Colombo, gather all the information that is available there, and lay it before them with whatever recommendations it might suggest for their guidance in developing the possibilities of Singapore as a world's rubber centre. Our part is done when we have given a warning against allowing the favourable opportunity to pass.

SIR FREDERICK LUGARD AND THE UNIVERSITY.

The London Daily Graphic of the 4th inst. publishes a lengthy interview with Sir Frederick Lugard on the University project and illustrates the article with a large reproduction of the design of the buildings and a view of Hongkong.

Sir Frederick mentioned that His Majesty the King had expressed his warm interest in the success of the undertaking, as did the late King Edward. On the part of Lord Crewe and many others in positions of authority he had encountered the greatest interest in the success of the project.

With regard to the professors, Sir Frederick said:—"The first point is, of course, to select the Principal. On that subject I have been seeking all the advice I can obtain from those who are best able to help me. I have also many applications from men who wish to be professors. But it is hardly time for that yet. What I am most anxious to get is the money for endowment. We have only just got enough to engage eight professors. A University ought to have fifty or sixty. In making my public appeal for £100,000. I am in hopes that some of those who have conducted very successful businesses in China and India, and who have considerable wealth will do their best to encourage education and progress in the country in which their money has been made."

THE "TIMES" AND THE OPIUM TRAFFIC.

The following article appeared in the *Times* of the 3rd inst.—

No exception can be taken to the decision of the British Government, recently announced, to "accept in principle" the invitation of the United States to participate in a conference at The Hague in 1911 to consider the regulation of the traffic in opium, cocaine, and morphine. It is understood that the proposals to be submitted to the conference are mainly based upon the findings of the International Opium Commission which sat at Shanghai last year. They will include the enactment of uniform laws respecting the control and distribution of opium and its derivatives, a reciprocal right to search vessels suspected of carrying contraband goods, the prohibition of poppy cultivation in countries not at present producing it, the prevention of export to countries not desiring opium, and the compulsory notification of all shipments. The Government has at the same time very wisely declined to discuss our existing arrangements with China in regard to opium, which provide, under certain conditions, for the gradual extinction of Indian exports. This represents the utmost assistance which the Indian Government is able to give without plunging its own administration into confusion. While the Indian Government is loyally adhering to its undertaking, the Chinese authorities have not been quite so punctilious. The new restrictions which the Viceroy of Canton has sought to impose indirectly upon the importation of Indian opium are not only a violation of the Chefoo Convention, but also contravene the spirit of the mutual engagement under which Indian exports are being curtailed. The Viceroy has now admitted the illegality of the Canton restrictions, but the incident shows how one strain is the control which Peking exercises over the provinces. Only a few days ago a Peking telegram announced that the Censors have brought charges of negligence in the suppression of opium against no fewer than eight Viceroy and Governors, into whose conduct an investigation is to be conducted. When such things occur it is hardly surprising that complete confidence is not yet felt in the ability of the Central Government to stop poppy cultivation throughout the Chinese Empire.

No one, we suppose, would now attempt to defend the abstract morality of the Indo-Chinese opium traffic. The exports of Indian opium cannot permanently continue. It is manifestly incumbent upon Great Britain to assist China in her efforts to prevent the consumption of opium. It is equally imperative that British Colonies in the East should not continue to countenance a vice which China is trying to exterminate. We are quite prepared to admit, further, that there is considerable, though not yet sufficient, evidence to prove that the Imperial Edict against poppy cultivation is likely to be ultimately obeyed in every province. Our Peking Correspondent, who recently traversed China from east to west, has borne testimony to the diminution of the area of land under poppy. Unfortunately the Edict is not yet uniformly operative, and its due observance still seems to depend upon the idiosyncrasies of Provincial Governors. One side of a river may be free from poppy, and the other side infested with it. Before Great Britain finally accedes her rights in this matter, she owes it to China, as well as to herself and her dependencies, to see that the eradication of the poppy in China is thorough, comprehensive, and permanent. Meanwhile, we cannot endorse the eager appeal of the representatives of the Society for the Suppression of the Opium Traffic for an acceleration of the arrangements made in India. They do not seem to perceive that, apart from the disorganization likely to be caused to Indian finances, the proposal would deprive us of our only means of bringing pressure upon China to fulfil her somewhat extensive promises. Nor can we subscribe, without reserve, to the "United Christian Appeal for the Ending of the Indo-Chinese Opium Traffic" which was published in the *Times* of September 12. The ultimate object of the appeal will receive general approval, but it is almost distressing to find that so many eminent people have signed it without apparently realising the true character of its vicious morality. Its purpose is to release China from her obligations and to stop the Indian traffic at once. The appeal does not contain any recognition that conditional arrangements have been already made for these purposes; but that is merely a minor defect in its method of statement. Its gravest omission is that it fails to show the slightest readiness to share the sacrifice involved. The heads of the Churches want to stop the opium traffic, but they cheerfully thrust the whole of the loss upon the people of India. We are reminded of Colonel Seely's remark in the House of Commons three years ago. Mr. Johnson had remarked that the opium question lay between money and righteousness, whereupon Colonel Seely replied that the righteousness was our own, but the money was other people's. The observation is well worth remembering now.

In politics, in the impulses of philanthropy and social reform, and even in the religious world, there is a growing tendency to assume searchingly that the expense of other people. Our humanitarians want to reform the world, but they are not willing to put their hands into their own pockets. Such was not the spirit of the Great Britain of an earlier day. When the Emancipation Act was passed, a sum of £20,000,000 was spent upon freeing the slaves. Such, too, was not the spirit in which the leaders of the anti-opium agitation approached this issue until a very few years ago. Mr. Joshua Rowntree's book, "The Imperial Traffic in Opium," is generally acknowledged to be the standard authority upon one side of the question. Mr. Rowntree wrote in his book:—"At first it would be only equitable that Great Britain should bear the lion's share of the loss." No one seems concerned to advance that view to-day. The solicitudes of the framers of the appeal is now entirely reserved for China; they have no compassion to spare for the plight in which India is likely to be placed. It may be admitted that they have some excuse for their attitude. Sir Edward Baker's original estimate of the effect of the extinction of the opium revenue upon the finances of India is now known to have been unwise and misleading; and the high prices realized at the opium sales have obscured the impending financial stringency which will certainly be felt by next year. The position of the memorialists towards the people of India is very nearly as morally indefensible as the opium traffic itself. On their own showing, the trade was thrust upon India by Great Britain. Very few Indians regard it with any marked degree of moral repugnance. The extinction of the revenue it produces will involve further taxation, which will fall upon the masses of the people, and it will dislocate the finances of several native States beyond the limits of direct British administration—a very important point, upon which an instructive letter from a former member of the Indian Political Service will be found in another column. We already deny to

CRUEL CASE OF WEEPING ECZEMA.

Suffered So Terribly She Could Neither Work nor Sleep—Her Poor Hands were Perfectly Raw—Baby had Skin Trouble, Too.

MOTHER AND CHILD CURED BY CUTICURA.

"I was for eight months the victim of terrible suffering from eczema. My hands were like raw beef and my face was covered with weeping eczema. I had it more or less all over my body as well as on my face, and it gave me so much suffering that I could neither work nor sleep. The eczema gave me a prepared powder and told me to bathe my hands in water and dust them with Cuticura. I became gradually grown worse and eventually I was unable to attend to any of my domestic duties."

"After a lapse of several months I happened to go to the house of a neighbour's sister, who told me that my hands were perfectly raw. I was told to bathe my hands in water and dust them with Cuticura. I became gradually grown worse and eventually I was unable to attend to any of my domestic duties."

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India the right to increase her revenue in the way she desires, by an enhancement of her tariff. We impose an exorbitant price on her cotton manufactures, so that Lancashire may maintain her position in the Indian market. We have in the past burdened India with various charges which we should have met ourselves. We have recently saddled her with additional military expenditures which she is unable to meet. These are proportionately greater than ours and upon an early increase in expenditure on education and other objects the whole future of British rule in India may depend. While, therefore, we sympathize with the objects which the signatories of the appeal have in view, we hold that they should not receive general support until some willingness is shown to assist India, and also the Straits Settlements and Hongkong, during the period of grave financial stress which the extinction of the opium traffic will produce. Upon this point, as well as upon the evils of the opium traffic, there is an urgent need for that "expression of Christian conscience" which the memorialists to whom we have referred so much desire. Let us soothe our conscience, by all means, but do not let us extinguish one wrong by creating another.—*The Times*.

INTERNATIONAL COTTON STATISTICS.

Mr. Arno Schmidt, the secretary of the International Federation of Master Cotton Spinners and Manufacturers' Associations, has issued his annual statistics of the consumption of cotton for the year ending August 31st, 1910, and also particulars of works in spinners' hands at the end of the period.

In dealing with the figures, he remarks that the organized short-time movement has been quite universal throughout the year. No definite figures have been enabled as regards the short time in the United States of America, but this year's consumption of 4,707,000 bales against last year's consumption of 5,241,000 bales shows clearly that extensive short-time has been run in the States. The shortage of American cotton in the present year was of East Indian cotton. In Great Britain 26 firms representing 683,705 spindles, report that they have given up cotton spinning. The completion of several new mills has been postponed indefinitely. The consumption of American cotton is 106,086 bales less than in the previous year, during which over 40,000,000 spindles stopped for seven weeks owing to a lock-out. The reduced consumption of all kinds of cotton this year is 99,999 bales. Moreover, it has been ascertained that the trade has been considerably covered by the stocks which mean that a large quantity of cotton has been used for spindles. These facts prove conclusively the extent of the short-time worked during the past 12 months. In India eight firms, representing 122,800 spindles, report that, owing to bad trade, they have stopped spinning. The erection of two new mills has been abandoned. In Japan a further curtailment of production of 27½ per cent on coarse counts and 20 per cent on medium and fine counts begins on October 1st. Mills in Japan work usually day and night. The number of spinning spindles in Great Britain is estimated at 53,397,466 bales, the consumption of American cotton for the year being 2,546,707 bales, against 2,654,793 bales in the previous year. The total spindles of the world are estimated at 133,384,787, the United States having 28,349,000 and Germany 10,200,000. An interesting table is given showing the millstock in bales on August 21st per 1,000 spindles. In Great Britain the figure is much lower than in previous years—namely, 447, against 623 in 1909 and 730 in 1908. In the United States the figure is 18.27, as compared with 32.68 in the previous year and 21.40 in 1908. Germany has also smaller supplies, the figure being 26.98, against 33.15 in 1909 and 34.68 in the year before. The consumption per 1,000 spindles in Great Britain is gradually decreasing, the figure for the past year being 63.50 bales, against 65.88 in 1909, 72.74 in 1908, and 80.24 in the previous year. It may be said that in Great Britain of the 48,036,513 spindles for which returns have been received, 40,101,083 are spindles and 7,935,430 are mule spindles. Machinery engaged on American, East Indian, and sundry cottons amounts to 35,579,640 spindles, and 12,506,873 spindles are using Egyptian cotton.

NOTICE.

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NEW ADVERTISEMENTS

WANTED.

A Small STEAM CRANE, capable of lifting 2 tons at a Maximum Radius of 18 feet. Please reply under "X. X. X." Care of "Daily Press" Office. Hongkong, 25th October, 1910. [1212]

AT THE HAPPY RETREAT.

COME AND WITNESS THE GENUINE FIREWORKS DISPLAY, TO-DAY (TUESDAY), 25th inst., and TO-MORROW (WEDNESDAY), 26th inst., both Nights, from 7.30 to 11 P.M.

RATES OF ADMISSION:
Reserved Seats \$1.00
Ground Seats First Class 0.50
Ground Seats Second Class 0.30
Tickets to be obtained from—
U. N. Wong Nai Chung,
Messrs. SINCERE & Co.,
Des Vaux Road Central.
Hongkong, 25th October, 1910. [1210]

"INVER" LINE OF STEAMERS, LTD.

FOR BOSTON AND NEW YORK.
(With Liberty to Call at the Malabar Coast.)
THE Steamship.

"INVERESK,"
Capt. A. H. Smith, will be despatched as above on or about the 8th Nov.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.
Agents.
Hongkong, 25th October, 1910. [1211]

APCAR LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"LIGHTNING,"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Hazardous and/or Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

No Fire Insurance has been effected.
Consignees of Calcutta Cargo are requested to sign General Average Bond before taking delivery of their Cargo.
Bills of Lading will be countersigned by DAVID SASSOON & Co., Ltd., Agents.
Hongkong, 24th October, 1910. [1205]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT

is now ready and contains:
Epitome of the Week's News.
Leading Articles:
Japan and Korea.
A Scare
On Laws and Their Effects.
British Prestige in China.
The Situation in Persia.
The Churches and the Opium Question.
Commercial Relations China and America.

Hongkong News.
Weddings in Hongkong.
Forthcoming Marriages.
The Visit of Mr. R. P. Scherwin.
Financial Panic Averted in Canton.
Murder Charge against an American.
Blackjack.
Trouble at Kowloon Docks.
Accident to Mr. H. J. Gedge.
Arrival of Transport.
Correspondence:
Canton Insurance Office, Ltd., Audit.
Fire Brigade Competition.
Hongkong Football Association.
The Last Gunglana.
China's Senate.
Educational Statistics in China.
Railway Loans.
The Inquisitive Lady Passenger.
"Bedford" Relief Fund.
Farewell to H. E. Liu Yu-Lin.
Klangung (Amoy) Municipal Council.
The Building Collapse in Morrison Street.
Company Meetings:
Canton Insurance Office, Limited.
The Tsing Bank.
Sporting Notes.
Supreme Court.
Chinese Separation Case.
Financial Situation in Peking.
Hongkong Legislative Council.
Finance Committee.
St. Stephen's College.
The Accident to the H. A. L. S. "Armenia."
Big Fire at Wanchai.
Departure of Mr. Scherwin.
American Commercial Delegate to China.
Macao Notes.
Suicide at Foochow.
Chambers of Commerce in China.
A Former Chief Manager of the Hongkong and Shanghai Bank.
Russo-Asiatic Bank.
A Chinese Deserter.
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Money-Lending "Enterprise" in Hongkong.
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Extra copies 30 cents each, Cash.
Copies can be posted from this Office to addresses sent, including postage 34 cents each.
\$1 Cash for three copies.
Subscription: \$12 per annum, payable in advance; postage \$2.
Hongkong, 24th October, 1910.

NEW ADVERTISEMENT

KOWLOON-CANTON RAILWAY.

(BRITISH SECTION.)
NOTICE.

A SPECIAL EXCURSION TRAIN will leave KOWLOON FERRY STATION at 2.30 P.M. TO-DAY (TUESDAY), the 25th inst., for LOWU, returning from LOWU at 5 P.M. A limited number of Second Class Tickets will be issued at ONE DOLLAR EACH for the return trip.

BY ORDER.
Hongkong, 25th October, 1910. [1209]

EXCHANGE OF STAMPS

with Collectors desired.
Director THEO. HEIGES,
Bruchstrasse 12, Frankfurt-on-main.
[1208]

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"ARCADIA,"
Captain S. Barcham, will leave for Shanghai on FRIDAY, the 28th inst., at Daylight.
For Freight or Passage, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 24th October, 1910. [1]

SS. "TONKIN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Dordogne" from Havre "Normand" from Bordeaux ex s.s. "V. de Rochefort" in connection with above Steamer, are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Hazardous and/or Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 31st inst., at NOON, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 1st Nov., or they will not be recognized.
All damaged packages will be examined on the 31st inst., at 3 P.M.
No Fire Insurance has been effected.
P. THOMAS,
Agent.
Hongkong, 24th October, 1910. [2]

FOR SALE.

REMAINING Portions of MARINE LOTS 31 and 36, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT No. 285

EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply—
G. FENWICK & Co., Ltd.,
Engineers, &c.,
PRAYA EAST, HONGKONG.
Hongkong, 8th June, 1906. [84-168]

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HONGKONG HANBARD REPORTS OF THE LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS.

PRICE ———— \$3.

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CANADIAN STILTON.

60 Cents Per lb.

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DAIRY FARM CO., LTD.

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JUST RECEIVED and FOR SALE for the PRESENT SEASON.

From the AGRICULTURAL and HORTICULTURAL ASSOCIATION of LONDON.

A selection of the best varieties of their famous and tested

VEGETABLE and FLOWER SEEDS.

ALSO

GARDEN FERTILISERS, BOOKS ON GARDENING, &c., &c., &c.

GRACA & CO.

1131 27, Des Vaux Road, HONGKONG.

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 55SG. at \$5, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

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Hongkong, 26th October, 1906. [1181]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.

With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS.

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Hongkong, 6th March, 1907. [38]

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A SPLENDID ASSORTMENT of the following Latest Novelties: UP-TO-DATE STYLES.

The "Setwell" Hair Rolls,

Hair Frizettes.

The Improved "Coiffetta," Hair

Rolls.

The "Turbanette," Latest

Parisian Flexible Hair Forms.

Indispensable to the Present

Style of Hair-Dressing.

HOOSAIN-ALI & Co.,

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Hongkong, 15th October, 1910. [707]

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THE GREAT

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TWO DAYS ONLY.

FRIDAY, 28th OCTOBER,

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Those not having had the pleasure of witnessing the Wonder of the Age will have the

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Tickets at ROBINSON PIANO Co.

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TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

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Hongkong, 6th March, 1907. [38]

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TO LET.

Kino's BUILDINGS.

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"HOMEVILLE," 153, WANCHAI ROAD, TEN ROOMS. Good View of Harbour.

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Nos. 1 and 2, BOWEN ROAD, lately occupied as Artillery Officer's Quarters. Suitable for Boarding House.

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A HOUSE in Wong Nei Chong Road. OFFICES in YORK BUILDING.

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Hongkong, 1st October, 1910. [87]

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st October, 1910. [194]

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ARRATON V. APCAR & Co.,
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Hongkong, 28th July, 1910. [875]

TO LET.

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Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 2nd February, 1910. [151]

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Hongkong, 1st December, 1909. [790]

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Hongkong, 1st October, 1910. [795]

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Apply to—
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Hongkong, 22nd October, 1910. [91]

TO LET.

GODOWN, No. 5A, DUDDLELL STREET.

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THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st October, 1910. [88]

TO LET.

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Hongkong, 19th July, 1910. [788]

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COMMERCE IN WAR TIME.

LORD CHARLES BERESFORD'S WARNING.

ANOTHER LETTER TO MR. ASQUITH.

Admiral Lord Charles Beresford, M.P., has addressed the following further open letter to the Prime Minister:

1, Great Cumberland-place, London, September 9, 1910.
Sir,—On Tuesday I had the honour to address you an open letter in which were set forth some of the facts of the present situation with regard to naval defence, and the conclusion to be drawn from them. Briefly, these facts are that our existing shipbuilding programme is so inadequate that within three years British naval supremacy will be forfeited. The conclusion drawn from them is that a new Naval Defence Act, financed by a substantial loan, should at once be put into force.

The danger which I felt it to be my duty to indicate to you, Sir, as the head of the Executive Government, and through you to the British people, will culminate by the year 1913-14. The danger with which I now propose to deal is imminent in the existing condition of international relations, and will become operative immediately upon the outbreak of hostilities, and even (in my judgment) before a state of war is formally declared.

The British trade routes of the world are at this moment almost wholly unguarded, and there exist no practicable arrangements whatever for providing increased defence in time of war.

British trade, in the event of war, would therefore be exposed to the attacks of privateers on all routes.

The immediate results would be:
1. A sharp rise in the rates of insurance.
2. A sharp rise in the prices of raw material and the necessities of life.
3. Refusal of shipowners to allow their vessels to leave port.

4. A heavy fall in the price of securities.
The privatising of the future will be conducted, as it was in the past, by merchantmen transformed into duly licensed privateers.

Privatising (except in the case of the United States) was abolished by the Declaration of Paris of 1856. It was permitted to be revived in practice by Russia during the Russo-Japanese War, and an attempt has since been made to legalise privatising by the Declaration of London of 1909.

But the legal aspect of the question is immaterial, except in so far as it provides an unmistakable indication of the policy to be pursued by foreign nations in the event of a maritime war.

That policy is secretly to equip swift merchantmen with guns and guns crews prior to the declaration of war; to provide their captains with the necessary formal documents required to transform a merchant vessel on the high seas into a privateer; and to telegraph orders to begin operations to all ports at a given moment. After the declaration of war such merchant ships until they are thus transformed into privateers can, of course, use neutral ports closed in time of war (except for twenty-four hours) to regular warships.

Privatising has been revived under conditions which enormously enlarge its powers to injure British trade.

No measure of any kind has been taken by the British Government to guard against this danger.

In the year 1806 there were in commission 265 frigates and sloops—the cruiser of their day—of which all save about 40 were disposed upon the trade routes.

In those days attacks on commerce were conducted both by regular warships and by vessels carrying letters of marque. After the Declaration of Paris of 1856 it was supposed that the only danger to be apprehended with regard to commerce was the *guerre de course* conducted by regular warships.

Under those circumstances the Royal Commission on Supply of Food and Raw Material in Time of War of 1905 entirely omitted the consideration of privatising, confining their researches solely to the possibilities of commerce-destroying by regular vessels of war.

The evidence submitted to the Commission revealed the gravest misgiving, even under these favourable conditions, on the part of many witnesses.

The evidence of the Admiralty was expressly based upon their own assumption that in the event of war half the seaborne trade would be stopped. (They did not state which half.) They qualified that assumption, however, by stating that they did not really believe that the trade of the country would be so greatly reduced. The Admiralty also wrote to the Commissioners as follows:

The Admiralty do not feel able to express an opinion as to the period which would be likely to elapse before the question as to whether our supplies will be able to come in regularly or not will have been settled, as the course of a naval war must be influenced by factors which would of necessity vary according to the Power or Powers with which we were at war.

Such is the deliberate statement of the Admiralty with regard to the most serious danger with which this country would be menaced. I have been unable to discover its meaning.

The Admiralty added, however, "That we shall probably get supplies, and plenty of them, but that the prices will be driven up by the advance of insurance and freightage."

In the Statement of Reservations and Supplementary Report by the Duke of Sutherland, K.G., the Right Hon. H. Chaplin, M.P., Sir H. Sotom-Karr, C.M.G., M.P., and Mr. H. E. S. Cunynglame, C.B., appears the following passage dealing with the evidence of naval officers unconnected with the Admiralty:

61. Notwithstanding the views which he had put before us, Sir Cyprian Bridge "was not the least afraid about our food supplies in time of war," but "on the condition," viz., "that we distributed our cruisers properly, and that we had enough of them to hunt other people."

Upon the crucial question, however, of the number of cruisers available for "hunting other people," he confessed he should like to see more, "a desire, we may observe, which was shared by every naval witness we examined."

Here, again, we find ourselves in difficulty, because since this evidence was given we find from the Return presented to the House of Commons on the 5th March this year that, instead of their number being increased, no less than 50 cruisers and 84 other ships, making 134 altogether, have been struck off the effective list of warships during the present year.

From the observations it is clear that even under conditions in which attacks upon seaborne commerce delivered by regular warships were alone regarded the protection afforded by the Navy was considered inadequate, and that the Report was published a great part of that protection had been withdrawn.

It has not since been replaced. But in the meantime the danger to which British commerce is exposed have been multiplied twenty-fold, in the unanimous view of the Commissioners

and—so far as may be deduced from their statements—the Admiralty themselves, the position was insecure five years ago, what is it now?

The position to-day may be defined as an almost total inability to guard against a sudden and an insidious method of attack, secretly organised, which might inflict a vital injury before any decisive action could be fought and which does not depend for its first success upon obtaining the command of the sea.

I proceed to give my reasons for our inability to meet the depredations of privateers. In order to repel such attacks it is necessary that ships of war be stationed where they can control a certain area. These areas being continuous, what is practically a completely effective control is established.

Such was actually the system in use before that reduction of the cruiser force occurred to which the Commissioners refer with some appearance of a not unreasonable consternation. The armed patrol at present existing to control the trade routes and the whole contiguous area is as follows:

Thirty cruisers to guard wealth in transportation (ships and cargoes) which on any given day is worth £189,000,000, or annually some £1,200,000,000 carried in British bottoms to a volume of 13,263,354 tons.

Upon these thirty cruisers distributed in various parts of the world depends the security of the greater part of the food supply, raw material, and wealth of these islands.

The protection of the trade routes of the world is distributed as follows:

Atlantic Coast of North America and West Indies Four training cruisers, three attached cruisers, occasionally on station.
India and Persian Gulf Five cruisers, five subsidiary vessels.
Australia and New Zealand Nine cruisers.
East Pacific, West Coast of America Two small sloops.
South-East Coast of America None.
Cape of Good Hope, British South Africa, West Coast of Africa Three cruisers.

China, Japan, Singapore, Suez, Straits, and Western Pacific Six cruisers, two sloops, three gunboats.

There remain seventeen cruisers attached to home ports which are theoretically available to reinforce the protection of commerce. I have stated that this arrangement cannot be carried into execution. I proceed to give my reasons:

These vessels are at present nearly all manned by skeleton crews. In the event of war their complements, to the number of some 10,000 men, must be provided from the Royal Naval Reserve. The Royal Fleet Reserve, owing to the lack of men, would be required to supplement the crews of the main Fleet. The Royal Naval Reserve cannot be mobilised until after war is declared. It would then be too late to serve the purposes required. The Royal Naval Reserve men, moreover, would be strangers to their officers, to their ships, and to one another.

Under these circumstances the utility of these vessels for the skilled and arduous work involved in cruiser operations must be regarded as extremely doubtful.

These seventeen vessels, unmanned, unready, and too large for their purpose, constitute the whole force available for reinforcing commerce protection without depriving the main Fleet of cruisers, whose number is already inadequate.

It is for this reason that in the shipbuilding proposals which I had the honour to lay before the London Chamber of Commerce last year I suggested that 36 second-class cruisers be provided by the year 1913-14.

It has been stated in the Press, and it has not been denied, that the Trade Division at the Admiralty, formed for the purpose of organising commerce protection in time of war, has recently been abolished.

In sum: At a time when our dependence upon seaborne commerce is greater than ever before in history the protection provided has been taken away.

While increasing our share of wealth in transportation, we have decreased our insurance of the means of existence.

Sir, these facts should strike hard upon every man who lives by bread.

It is my intention to impress them upon my countrymen in the hope that they may yet recognise in time the peril to which they have been committed by the trustees of the national and Imperial security.—I am, Sir, &c.,

The Right Hon. E. H. Asquith, K.C., M.P.

CHINESE LANGUAGE AS A COMMERCIAL ASSET.

Sir John Newell Jordan, presiding on the 4th inst. at the opening of the 10th session of King's College, London, said that it used not very long ago to be said as a reproach that London did not offer as great facilities for the study of Oriental languages as did some of the other capitals of Europe. The establishment of the department at King's College had done a great deal and, in fact, had wiped away the reproach as far as Chinese at least was concerned. It was often remarked that a knowledge of Chinese was not as necessary now as in former days, because the Chinese themselves were acquiring English. He thought that was the view. They were, he thought, bent on keeping pace with the Chinese and their language. The more they knew of each other's languages the better the understanding was likely to be. Nowadays it was quite common for cities, even in the interior of China, to be supplying themselves with water works and other modern conveniences, and to put it at the very lowest a knowledge of Chinese was becoming a marketable commodity in China. The contracts would go to the nations that were best fitted to undertake them, and as part of the necessary equipment would undoubtedly be a knowledge of Chinese.

Professor G. Owen dealt with "The Evolution of Chinese Writing," tracing the development of the elaborate system from the earliest beginnings, when someone devised a system of recording events by making knots or cords, and later by cutting notches on bamboo sticks or wooden tablets. Then came the great invention of pictorial writing. They had no further information about the development of Chinese writing from 2700 to 500 B.C., and it was unknown by what the phonetic principle was introduced. The art of printing might have been known in China as early as the Sixth Century A.D., but it did not come into common use until the early part of the Tenth, when the whole of the Confucian classics were printed from blocks. The Principal (Dr. Headlam), proposing a vote of thanks to the Chairman, said that it was a standing disgrace to the capital of the Empire that there was not a really adequate school for the study of Oriental and other languages by those who were to be merchants or administrators or literary men.

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SHIPPING IN PORT.

STRAIMERS
ANGKOR, German str., 1,001, Sinkwitz, 20th Oct.—Bangkok 12th October, General—Butterfield & Swire.
CHINAN, British str., 1,350, Lloyd Jones, 23rd Oct.—Shanghai 20th October, General—Butterfield & Swire.
CHINA, American str., 3,185, D. E. Friele, 18th Oct.—San Francisco via Porto 20th Sept., General—P. M. S. S. Co.
CHISHING, British str., 1,199, F. Mooney, 21st Oct.—Tientsin, Chefoo and Weihaiwei 16th Oct. General—Jardine, Matheson & Co.
CHITVEN, Chinese str., 1,177, C. Stewart, 18th October—Shanghai 15th Oct., General—C. M. S. N. Co.
COWRIE, British str., 3,055, J. Fallas, 7th Sept.—Singapore 1st Sept., Kerosene Oil—Asiatic Petroleum & Co.
DEWEENT, British str., 1,574, Jenkins, 24th Sept.—Seigon 20th September, Rice and General—Man Fat & Co.
GERMANIA, German str., 1,417, H. Frandson, 22nd October—Rangoon via Heliow 5th October, Rice—Jensen & Co.
EMPEROR OF CHINA, British str., 3,045, E. Archibald, 23rd Oct., 20th Oct. Vancouver—28th Sept. Mails and General—C.P.R. Co.
FALLS OF NITZ, British str., 1,234, Wm. McKenzie, 16th Oct.—New York and Durban 4th Sept. Cass oil—Standard Oil Co.
FUKURA MARU, Japanese str., 3,136, S. Kamawaki, 10th Oct.—Yokohama via Moji 5th Oct. General—Ataka & Co.
HAIYANG, British str., 1,362, A. E. Hodgins, 22nd Oct.—Fochow via Amoy and Swatow 21st Oct. General—Douglas, Lapraik & Co.
HAILAMSHIRE, British str., 2,856, Elliot, 18th Oct.—Durban 18th Sept., Kerosene Oil—A. & K. Co.
HAYDON, British str., 999, E. Robertson, 4th Oct.—Swatow 3rd October, Ballast—Butterfield & Swire.
HONGKONG, British str., 2,550, R. Bainbridge, 23rd Oct.—Singapore 16th Oct., General—Order.
HUI PINO, British str., 1,267, Waggott, 20th Oct.—Wuhu via Shanghai 17th October, Rice—C. E. & M. M. Co.
HUICHOW, British str., 1,217, E. Forsyth, 23rd October—Tientsin 16th October, General—Butterfield & Swire.
HUYER, British str., 1,275, H. Mathias, 9th Oct.—Wakamatsu via Swatow 8th Oct. Coal—Butterfield & Swire.
INDRAPURA, British str., 3,182, Mansfield, 4th October—New York 22nd July, General—Jardine, Matheson & Co.
INVERKEE, British str., 3,206, A. H. Smith, 16th Sept.—New York 30th July, General—Jardine, Matheson & Co.
KAUFMA MARU, Japanese str., 1,436, S. Sone, 21st October—Taihook—Ballast—Order.
KALCAN, British str., 1,142, D. H. Davies, 16th Oct.—Narwhal via Chefoo 9th Oct. General—Butterfield & Swire.
KIAO CHING, Chinese str., 1,002, Bressander, 11th Oct.—Haiphong 9th Oct., General—Tung Lee.
KIAO PINO, Chinese str., 1,222, H. Udden, 5th September—Chinkiang 30th August, General—Tung Lee & Co.
KOWLOON, German str., 1,487, A. Enight, 21st Oct.—Wuhu 15th Oct., Rice—Hamburg—Amerika Linie.
KWANGTAN, Chinese str., 1,536, Pratt, 22nd Oct.—Shanghai 19th October, General—C. M. S. N. Co.
KWONGHANG, British str., 1,423, Bichard, 22nd Oct.—Swatow 21st Oct., General—Jardine, Matheson & Co.
LENNOX, British str., 2,361, D. Reid, 1st Sept.—Koolung 30th Aug. General—Dodwell & Co.
MINNESOTA, American str., 13,323, T. W. Garlick, 22nd October—Seattle 19th Sept. via Manila 20th Oct., General—Nippon Yusen Kaisha.
MONTAGUE, British str., 6,163, W. Davison, 23rd Oct.—18th October—Vancouver 20th Sept. Lumber and General—Canadian Pacific Railway Co.
NO. 3 KESON, Japanese str., 3,778, T. Takai, 17th Sept.—Moji 11th Sept. Coal—Order.
PAKLAT, German str., 1,018, E. Gathemann, 24th Sept.—Bangkok 17th Sept., Rice—Butterfield & Swire.
PERISA, British str., 2,744, A. Lockett, 22nd October—Mexico 27th Sept. and Moji 19th October, General—Eng. Hok Fong.
PETCHABUN, German str., 1,574, C. Gnewisch, 14th Oct.—Bangkok 4th October 13th Oct. Rice, Meal, Wood—Butterfield & Swire.
PREYMPHUN, British str., 1,065, Jas. H. Scott, 23rd Oct.—Seigon 18th October, Rice and General—Wo Fat Sing.
PONGTONG, German str., 997, Bötterfuer, 20th Oct.—Bangkok 8th and Kohachang 12th October, Rice and Timber—Norddeutscher Lloyd.
PRIAM, British str., 2,905, B. J. Lewis, 5th Oct.—Liverpool via Colombo 27th Aug. General—Butterfield & Swire.
RIZAL, American str., 2,700, J. Hecumg, 30th Sept.—Manila 26th Sept.
RUBONIA, Russian str., 3,643, A. Dombé, 4th October—Shanghai 30th Sept. Beans and Bean oil—Melchers & Co.
SHANSHI, Brit. str., 1,234, Pottinger, 18th October—Fakhoi 10th October, Salt and General—Butterfield & Swire.
SHANTUNG, German str., 1,000, H. Oltmanns, 22nd Oct.—Bangkok 13th Oct. Rice and General—Butterfield & Swire.
SHIBUYO MARU, Jap. str., 2,479, Atsuni, 15th Sept.—Wakamatsu 8th Sept., Coal—Osaka Shosen Kaisha.
SOEYU MARU, Japanese str., 1,119, K. Sakawa, 22nd October—Amoy via Amoy and Swatow 21st Oct., General—Osaka Shosen Kaisha.
SUDRA, British str., 3,929, W. E. Kelway 27th Sept.—Koolung 25th Sept., General—Standard Oil Co.
SUNGKANG, British str., 987, Campbell, 22nd Oct.—Hoile and Cebu 18th Oct., General—Butterfield & Swire.
TEAM, British str., 1,350, A. W. Oterbridge, 21st Oct.—Manila 18th October, General—Butterfield & Swire.
TUKINI, Dutch str., 2,826, H. Koops, 8th Oct.—Batavia and Balikpapan 30th Sept., Sugar and General—Java-China-Japan-Lijn.
TUPANAN, Dutch str., 2,444, E. A. Kroos, 19th Oct.—Sourabaya 27th Sept., Sugar—Java-China-Japan-Lijn.
TOUAREG, French str., 782, E. de Catalana, 23rd Oct.—Haiphong 21st Oct., General—Messageries Maritimes.
TUNGSHING, British str., 1,127, Hussey, 22nd October—Chefoo 17th Oct. General and Beans—Jardine, Matheson & Co.
TUNTAV, German str., 1,002, Fr. Bücking, 6th Oct.—Bangkok 25th Sept., Rice and Wood—Butterfield & Swire.
TRUBIVIAN MARU, Japanese str., 2,559, Aoki, 12th Oct.—Mika 5th Oct. Coal—Mitsui Bussan Kaisha.
WUWU, British str., 1,227, A. Luckner, 4th September—Shanghai 31st Aug. General—Butterfield & Swire.
YATHUNG, British str., 1,424, Payne, 21st Oct.—Java 10th October, General—Jardine, Matheson & Co.
YURNAL, British str., 1,206, Owen, 15th Oct.—Wuhu 9th October, Rice—Butterfield & Swire.

RUBBER COMPANIES

SINGAPORE, October 12.

AVERAGE MARKET PRICES.

October 30th, 1910.

[illegible]

Wingo, torpedo-boat destroyer, 395 tons, 5 guns, 6,300 h.p., Lieut.-Comdr. C. R. Lloyd, Thomas, Hongkong.

Waterwich, surveying ship, 620 tons, 450 h.p., Lieut.-Comdr. E. L. Hancock, Straits Settlements.

Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,500 h.p., Lieut.-Comdr. G. B. Hartford, Hongkong.

Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Lieut.-Comdr. M. H. Whiting, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 350 h.p., Lieut.-Comdr. B. R. Brooks, Yangtze.

Woodlark, gunboat, 150 tons, 2 guns, 350 h.p., Lieut.-Comdr. G. F. A. Mulock, Yangtze.

AUSTRALIA.

Kaiserin Elisabeth, Austrian protected cruiser, 4,090 tons, Freigatekapitän Oskar Hanna, Northern Waters.

Panther, third class cruiser, 1,530 tons, Freigatekapitän, Theodor Skori Ed. von Semmichow.

YAMEN.

Achard, privateer-gunboat, 1,830 tons, 8 guns, 17,000 h.p., Lieut. Barthe, Saigon.

Alger, 2nd class cruiser, 4,331 tons, 23 guns, 15,000 h.p., Commander Fournier, Hongkong.

Alouette, gunboat, 508 tons, 7 guns, 400 h.p., Commander Bélin, Saigon.

Argis, river gunboat, 180 tons, 2 guns, 570 h.p., Lieut. Audouard, Saigon.

Balaoutia, gunboat.

Clomette, gunboat, 140 tons, Reserre, Saigon.

Caradine, gunboat, 184 tons, Reserre, Saigon.

Deffle, gunboat, 630 tons, 10 guns, 900 h.p., Lieut. de Linhares, Shanghai.

Dupleix, armoured cruiser, 7,573 tons, 26 guns, 17,000 h.p., Comdr. de la Motte.

Demix, armoured cruiser, 7,573 tons, 26 guns, 17,000 h.p., Comdr. de la Motte.

D'Therville, gunboat.

Esoos, gunboat, 141 tons, Reserre, Hongkong.

Estargues, submarines, 70 tons, 60 h.p., Lieut. Combet, Saigon.

Froude, destroyer, 300 tons, 7 guns, 6,300 h.p., Comdr. Babin, Hongkong.

Henri Riviere, river gunboat, 150 tons, 6 guns, 1,000 h.p., Hongkong.

Lyon, sub-marine, 70 tons, 60 h.p., Lieut. Morin, Saigon.

Mactoula, armoured cruiser, (flagship), 9,387 tons, 38 guns, 18,800 h.p., Comd. Admiral de la Croix de Castries (Commander-in-Chief), Saigon.

Manche, surveying-ship, 1,635 tons, 10 guns, 900 h.p., Commander Ragot de la Touche, Saigon.

Monquet, destroyer, 300 tons, 7 guns, 6,300 h.p., Commander de la Roche Kerathion, Saigon.

Olry, river gunboat, 170 tons, 6 guns, 800 h.p., Lieut. de Matheville, Upper Yangtze.

Petit, torpedo-boat, 130 tons, 4 guns, 280 h.p., Lieut. Esch, Saigon.

Perle, sub-marine, 70 tons, 60 h.p., Lieut. Monnier, Saigon.

Platod, destroyer, 300 tons, 7 guns, 7,000 h.p., Commander Mortenol, Hongkong.

Protée, sub-marine, 70 tons, 60 h.p., Lieut. Morris, Saigon.

Rodonette, battleship (reserve), 9,330 tons, 37 guns, 8,200 h.p., Capt. Drouot, Saigon.

Styx, armoured gunboat, 1,900 tons, 8 guns, 1,800 h.p., Lieut. Serot, Saigon.

Takou, destroyer, 290 tons, 6 guns, 4,500 h.p., Comdr. Babin, Saigon.

Vautou, torpedo-depot, Commander Mortenol, Hongkong.

Vietnam, torpedo-depot, Lieut. Bihel, Cap. Schuchmann, Saigon.

Vigilante, river gunboat, 100 tons, 7 guns, 7 h.p., Lieut. Schuchmann, Saigon.

ARABIA.

Arcona, cruiser, 2,719 tons, Captain von Higgel, Hamburg.

Bla, gunboat, 1,300 tons, 10 guns, 1,300 h.p., Captain Lina, Hamburg.

Jagier, gunboat, 1,300 tons, 10 guns, 1,300 h.p., Captain Graf von Plessowsky-Wohlar, Hamburg.

Leipzig, cruiser, Captain Engel, Hamburg.

Lucha, gunboat, 850 tons, 10 guns, 1,244 h.p., Captain Böhlen, Hamburg.

Loharhoff, armoured cruiser, (flagship), 11,437 tons, 32 guns, 33,000 h.p., Captain Zähr Eberhard, Hamburg.

Taka, destroyer, 3,000 tons, 4 guns, and 2 torpedoes, 3,000 h.p., Captain Leont Kolbe (Hon.) Bremen.

Corvette, "Sax", Captain Leont. Hoytan, Hamburg.

Tiger, gunboat, 800 tons, 10 guns, 1,500 h.p., Captain v. Koss, Hamburg.

Teinling, gunboat, 170 tons, 5 guns, 1,500 h.p., Captain Ross, Hamburg.

Vaterland, gunboat, — tons, 3 guns, 600 h.p., Captain Toussaint, Hamburg.

ITALIAN.

Calabria, protected cruiser, 2,428 tons, 26 guns, 4,000 h.p., Capitano Mario Casanova di Jemacchio.

Puglia, protected cruiser, 2,493 tons, 26 guns, 4,000 h.p., Capitano Gaspar Vignati Marchese Lorenzini.

POBOSCUSS.

Patris, gunboat, 700 tons, Captain J. Agrezo.

Reine D'Amalie, cruiser, 1,800 tons, Captain C. Lima.

Vasco de Gama, cruiser, 2,052 tons, Captain Augusto Joao de Almeida.

UNITED STATES.

Albaty, cruiser, 3,000 tons, C. S. Williams.

Arayr, gunboat, Lieut.-Comdr. Matt H. Signor.

Bainbridge, destroyer, 7 guns and 2 torpedo tubes, Ensign Lloyd W. Townsend.

Barry, destroyer, 420 tons, Ensign Edmund S. Root.

Chickadee, gunboat, 243 tons, Ensign J. R. Harrison.

Cleveland, cruiser, 3,200 tons, Commander Hugh Rodman, Shanghai.

Charleston, battle-ship (flagship), 8,700 tons, 52 guns, 31,000 h.p., Comdr. John H. Gibbins, Shanghai.

Chattanooga, cruiser, 3,200 tons, Commander John D. MacDonald, Shanghai.

Chassany, destroyer, 420 tons, Ensign I. N. McNaider.

Dale, destroyer, 420 tons, Lieut. Herbert H. Michener.

Denver, cruiser, 3,200 tons, Comdr. Edward M. Caghart, Shanghai.

Galveston, cruiser, 3,200 tons, Commander John A. Hogueverff, Manila.

Haloa, gunboat, 1,393 tons, Comdr. Beuben O. Billar, Shanghai.

Hinflora, gunboat, Lieut. George M. Baum.

Mohican (station ship), Commander C. R. Salisbury.

Monterey, monitor, 4,000 tons, Lt. D. W. Todd.

Olumpo.

Nashua, transport, 1,577 tons, W. D. Pardeux.

New Orleans, cruiser, 2,430 tons, Comdr. Roger Welles.

New York, cruiser, (flagship), Comdr. J. Jayne.

Paraguay, gunboat, Ensign Roy L. Lowman.

Pennsylvania, armoured cruiser, 18,880 tons, Capt. A. Ward.

Pompey, collier, 1,860 tons, James D. Linolt.

Porspelt, 125 tons, 160 h.p., Ensign Keane.

Whiting.

Reinbow, cruiser, 6,026 tons, Comdr. A. C. Elseth.

Samar, gunboat, Ensign W. C. I. Siles.

Sarat, 125 tons, 160 h.p., Ensign Theodore G. Viller.

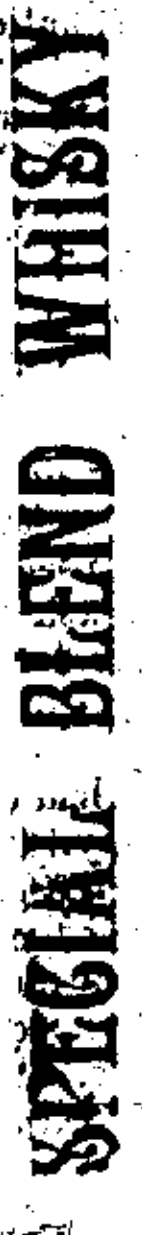
Shanghai, gunboat, 370 tons, Lt. A. Andrews.

Wilmington, gunboat, 1,800, Comdr. G. B. Salisbury, Hongkong.

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Documents translated from or into Chinese or Colloquial Chinese.

ARRIVALS.

CLEARANCES

DEPARTURES

SHIPPING REPORTS

VESSELS IN DOCK.

VESSELS EXPECTED.

The O.S.K. str. *Tatoma Maru* left Tse for this port via Japan and Manila on the instant, and is expected to arrive here about the 20th prox.

HOMEWARD PASSENGER SEASON 1911

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DODWELL & CO., LIMITED
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QUEEN'S BUILDINGS.

Hongkong, 12th October, 1910.

SHANGHAI & YOKOHAMA COPENHAGEN
COPENHAGEN "PEKING" On 25th November
For Freight and Further Particulars, apply to TELEPHONE No. 171.
OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.
Hongkong, 13th October, 110. [1085]

Hongkong, 21st October, 1910.

Hongkong, 15th September, 1910.

PASSENGERS.	
ARRIVED.	
Per <i>Wongkoi</i> ,	from Bangkok, Mr Joseph
Do <i>Lochnina</i> ,	from Calcutta, do, Mr S

For Particulars apply to
H. OISHI,
Manager,
No. 2, Pedder Street, Hongkong

Hongkong, 24th October, 1910. Agents. [11]

THE H.A.L. Steamship

"SENEGAMBIA,"

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 19th October, 1910. [1192

NORDDEUTSCHER LLOYD, BREMEN.
GERMAN MAIL LINE

IMPERIAL GERMAN MAIL LINE.
—
AGENTS FOR CONSORTS

NOTICE TO CONSIGNEES.

THE Steamship

Ex. S.S. "THEBAPIA" from Smyrna.
NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
 General Agents
 Hongkong, 19th October, 1910. [5]

the 1990s, the number of people in the United States who are 65 years of age or older is projected to increase from 20 million to 35 million, and the number of people 75 years of age or older is projected to increase from 10 million to 17 million (U.S. Census Bureau, 1996).

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ARCADIA	Light, 28th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA	Noon, 29th Oct.	See Special of Call
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PALAWAN	On 2nd Nov.	Freight and Passage.
SHANGHAI, MOJI, KOBE, CEYLON and YOKOHAMA	Capt. H. N. Rivers, R.N.R.	About 4th Nov.	Freight only.

For Further Particulars, apply to

E. HEWETT,
Superintendent

Hongkong, 25th October, 1910

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA	TEAN	On 25th Oct., 4 P.M.
ILOILO & CEBU	SUNGKIANG	On 26th Oct., 4 P.M.
SWATOW, CHEFOO & TIENTSIN	HUICHOW	On 27th Oct., 4 P.M.
SHANGHAI	CHENAN	On 27th Oct., 4 P.M.
MANILA	TAMING	On 1st Nov., 4 P.M.

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AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

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FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI" "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung. FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 36. For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS. 10

Hongkong, 25th October, 1910

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
TIENTSIN VIA WEIHAIWEI	"CHIPSHING"	Wed., 26th Oct., Noon
SHANGHAI VIA SWATOW	"KWONGSANG"	Thursday, 27th Oct., D'Light
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Friday, 28th Oct., Noon
MANILA	"LOONGSANG"	Friday, 28th Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Monday, 31st Oct., 5 P.M.
MANILA	"YUENSANG"	Friday, 4th Nov., 4 P.M.

RETURN TOURS TO JAPAN.

Occupying 24 Days.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang. Telephone No. 215, Sub. Exch. 4. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., GENERAL MANAGER 14

Hongkong, 25th October, 1910.

DOUGLAS STEAMSHIP CO., LD.

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HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW. AMOY AND FOOCHEW AND RETURN.

STEAMSHIPS	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 25th Oct., at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 28th Oct., at 11 A.M.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 1st Nov., at 11 A.M.

For SWATOW AND RETURN. (Occupying 3 Days).

HAIMUN" Capt. A. H. Stewart. WED'DAY, 26th Oct., at 11 A.M.
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 24th October 1910.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOCK

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN	"TRANQUERAR"	On 26th October.
TANGHAI, YOKOHAMA and KOBE	"SIAM"	On 6th December.

For further Particulars apply to

MELOHERS & CO.,
AGENTS. 16

Hongkong, 25th October 1910

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.



STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	A. Fraser	Manila	On 29th Oct., Noon.
HUBI	2540	R. Rodger	Manila	On 5th Nov., Noon.

For Freight or Passage apply to
Hongkong, 25th October, 1910SHEWAN, TOMES & Co.
General Managers. 12

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Regular Sailings from JAPAN, CHINA and PHILIPPINES,
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NEXT SAILINGS FROM HONGKONG: HOMeward.

OUTWARD.	FOR HAVRE & HAMBURG.
FOR SHANGHAI, KOBE & YOKOHAMA:	S.S. C. FRED. LAEISZ 25th Oct.
S.S. SUEVIA ... 26th Oct.	FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. WESTPHALIA ... 8th Nov.	S.S. BELGRAVIA ... 3rd Nov.
S.S. ARABIA ... 18th Nov.	FOR MARSEILLES, HAMBURG & ANTWERP:
S.S. BRASLIA ... 1st Dec.	S.S. ARABIA ... 9th Nov.
S.S. SCANDIA ... 15th Oct.	FOR HAVRE & HAMBURG:
S.S. BRISGAVIA ... 16th Dec.	S.S. SENEGAMBIA ... 18th Nov.
S.S. SLAVONIA ... 30th Dec.	FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. GOVIA ... 12th Jan.	S.S. SILVIA ... 20th Nov.
S.S. SPEZIA ... 28th Jan.	MARSHALL, HAVRE & HAMBURG:
	S.S. SUEVIA ... 30th Nov.

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HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 25th October 1910.

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For particulars apply to

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TOYO KISEN KAISHA, King's Building.
4031

Hongkong 1st September, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	HIRANO MARU Capt. H. Fraser, 9,000 TANGO MARU Capt. A. Christensen, 8,000 KAMO MARU Capt. F. L. Sommer, 9,000		WED'DAY, 26th Oct., at Daylight WED'DAY, 9th Nov., at Daylight. WED'DAY, 23rd Nov., at Daylight.
VICTORIA B.C. & SEATTLE	SADO MARU Capt. S. Horiuchi, 7,000		SATURDAY, 5th Nov., from Kobe.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	TAMBA MARU Capt. K. Sato, 7,000 AWA MARU Capt. S. Ishikawa, 7,000		TUESDAY, 8th Nov., at Noon. TUESDAY, 6th Dec., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi, 6,000 KUMANO MARU Capt. M. Winkler, 6,000		FRIDAY, 28th Oct., at Noon. FRIDAY, 25th Nov., at Noon.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler, 6,000		WED'DAY, 26th Oct., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	CEYLON MARU Capt. Fred. Pyne, 6,000		WED'DAY, 26th Oct., P.M.
SHANGHAI, MOJI and KOBE	COLOMBO MARU Capt. E. Combes, 8,000		WED'DAY, 26th Oct., at Noon.
KOBE and YOKOHAMA	AKI MARU Capt. K. Homma, 7,000		THURSDAY, 27th Oct., at 5 P.M.

Fitted with New System of Wireless Telegraphy. * Cargo only. * Carries Deck Passengers.

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers	Tons.	Leave H.K.	RATES OF PASSAGE.
MIYASAKI MARU	9000	15th Feb.	To London, per New Steamer: 1st Class S. Y. 550.00
KITANO	9000	1st Mar.	" " " 2nd Class S. Y. 350.00
IYO	7000	15th "	" " " 2nd Class S. Y. 350.00
HIBANO	9000	29th "	" " " 1st Class S. Y. 500.00
TANGO	8000	12th April	" " " 2nd Class S. Y. 350.00
KAMO	9000	26th "	" " " 1st Class S. Y. 500.00
AKI	7000	10th May	" " " 2nd Class S. Y. 350.00
MISHIMA	9000	24th "	" " " 1st Class S. Y. 495.00

VICTORIA, B.C., & SEATTLE, WASH., U.S.A.

Steamers	Tons.	Leave H.K.	RATES OF PASSAGE.
AWA MARU	7000	28th Feb.	To Pacific Coast Common Points: 1st Class S. \$230
INABA	7000	28th Mar.	" " " 2nd Class S. \$21
TAMBA	7000	25th April	To London via New York: 1st Class S. \$260
AWA	7000	23rd May	" " " 1st Class S. \$259

For further information as to Freight, Passage, Sailings, &c., apply at
T. KUSUMOTO,
MANAGER. 13-125
Hongkong, 7th September, 1910.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

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RAILWAY AND
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(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA	"CHICAGO MARU"	6,182	WED'DAY, 2nd Nov., at Noon
VIA MOJI, KOBE and YOKOHAMA	"TACOMA MARU"	6,178	WED'DAY, 30th Nov., at Noon

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

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FOR	STEAMERS	LEAVES
ANPING VIA SWATOW & AMOY	"SOSHU MARU"	WED'DAY, 26th Oct., at 10 A.M.
SHANGHAI VIA SWATOW, AMOY & FOOCHEW	"BUJUN MARU"	THURSDAY, 27th Oct., at 10 A.M.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The NIPPON KISEN KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.

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Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.
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MANAGER

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CHILDREN OF THE CATHAY, a Social and Political Novel, by G. J. Halcombe ... 3.50	HONGKONG WEEKLY PRESS, half yearly vol. bound ... 7.50
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THE HONGKONG TYPHOON, Sept. 18th, 1906, Illustrated Account ... 0.50	RATES OF EXCHANGE AT HONGKONG, English Mail days 1874 to 1909 ... 2.00
TEMPORARY MINING REGULATIONS IN CHINA ... 0.50	BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days 1883 to 1905 ... 1.00
REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA ... 0.50	CALLED OUT: or the Chung Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Halcombe ... 2.00
HONGKONG HANSAARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Published Annually ... 3.00	SKETCH OF THE WEST RIVER ... 0.20
MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Lady Smith Relief Column ... 1.00	PLAN OF VICTORIA ... 1.0
WARRIOR EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh ... 1.00	" " KOWLOON ... 0.75
POLITICAL OBSTACLES TO MIS-SIONARY SUCCESS IN CHINA ... 0.25	" " PEAK ... 0.75
TRADE MARK REGULATIONS IN CHINA ... 0.25	" " NEW TERRITORY ... 0.75
	" " CANTON ... 0.50
	POWER OF ATTORNEY FORM ... 0.25
	MAIL TABLES for 1910 ... 0.30 & 0.2

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HUGO C. A. FROMM.

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43-2

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.

The Public are informed that the Christmas and New Year Parcel mail to the United Kingdom and other countries in Europe will be closed in this office at 5 p.m. on Friday, the 11th of November, 1910. This parcel mail by the long sea route via Gibraltar is due in London on the 17th of December. Parcels may be forwarded via Brindisi with an extra fee of 50 cents. Such parcels are due to reach London with the Letter mail on the 9th December. Parcels containing any article of Gold or Silver must be insured for at least part of their value. All insured parcels must be sealed. The seals on the parcel must be of the same kind of wax and must bear distinct impressions of some private device. This device must be the same on each seal, Strait, Curved, Dotted or Crossed lines are not admissible. Buttons or Coins must not be used for sealing parcels. The Clerks of the Post Office are strictly forbidden to seal parcels or to affix Declaration Forms or Stamps on Parcels or Letters. Parcels that in the opinion of a Postal officer do not comply with the above regulations will not be accepted.

The Arcadia, with the English mail of the 30th September, left Singapore on Saturday, the 22nd inst., at 9 a.m., and may be expected here on or about Thursday, the 27th inst., at 5 a.m. This packet brings the parcel mails closed in London for despatch by the all sea route on the 21st of September, and for despatch overland on the 28th of September.

FOR	PER	DATE.
Swatow, Amoy and Foochow	Haiyang	Tuesday, 25th, 10.00 A.M.
Europe, &c., India via TUTICORIN (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.)	Oceanic	Tuesday, 25th, 10.00 A.M.
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.		
Macao	Sui Tai	Tuesday, 25th, 3.00 P.M.
Manila	Tian	Tuesday, 25th, 4.00 P.M.
Yokohama	Tianpan	Tuesday, 25th, 5.00 P.M.
Singapore, Penang and Colombo	Hirano Maru	Tuesday, 25th, 5.00 P.M.
Shanghai, Moji and Kobe	Empire	Tuesday, 25th, 5.00 P.M.
Fort Bayard and Haiphong	Touareg	Wednesday, 26th, 8.00 A.M.
Swatow, Amoy and Anping	Sosho Maru	Wednesday, 26th, 9.00 A.M.
Swatow	Haimun	Wednesday, 26th, 10.00 A.M.
Nagasaki, Kobe and Yokohama	Kamano Maru	Wednesday, 26th, 11.00 A.M.
Wellsbair and Tientsin	Chipsing	Wednesday, 26th, 1.15 P.M.
Macao	Sui Tai	Wednesday, 26th, 3.00 P.M.
Iloilo and Cebu	Sungking	Wednesday, 26th, 5.00 P.M.
Swatow and Shanghai	Kwangyung	Thursday, 27th, 9.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Buyn Maru	Thursday, 27th, 11.00 A.M.
Shanghai	Austria	Thursday, 27th, 1.00 P.M.
Singapore, Penang and Calcutta	Chenau	Thursday, 27th, 3.00 P.M.
Swatow, Chiofoo and Tientsin	Huichow	Thursday, 27th, 4.00 P.M.
Kobe and Yokohama	Aki Maru	Thursday, 27th, 5.00 P.M.
Shanghai	Arctida	Friday, 28th, 10.00 A.M.
Swatow, Amoy and Foochow	Huichow	Friday, 28th, 11.00 A.M.
Shanghai, Kobe and Moji	Fookang	Friday, 28th, 11.00 A.M.
Manila, Thursday Is., Coochew, Cebu, Townsburg, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Fremantle.	Nikko Maru	Friday, 28th, 11.00 A.M.
Manila	Loongang	Friday, 28th, 5.00 P.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,
VICTORIA AND VANCOUVER (B.C.)

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,
HONOLULU & SAN FRANCISCO
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time fixed for departure of the mail.
Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes
in time for the first clearance will be
included in this contract mail.)
The Parcel mail will be closed on Fri-
day, 28th inst., at 5 p.m.

Swatow
Manila, Nagasaki, Kobe, Yokohama and Seattle
Singapore, Penang and Calcutta

Europe, &c., India via TUTICORIN
(Late Letters 11.00 A.M. to 11.30 Extra
Postage 10 cents.)
(Letters posted in all the Pillar Boxes in
time for the first clearance will be
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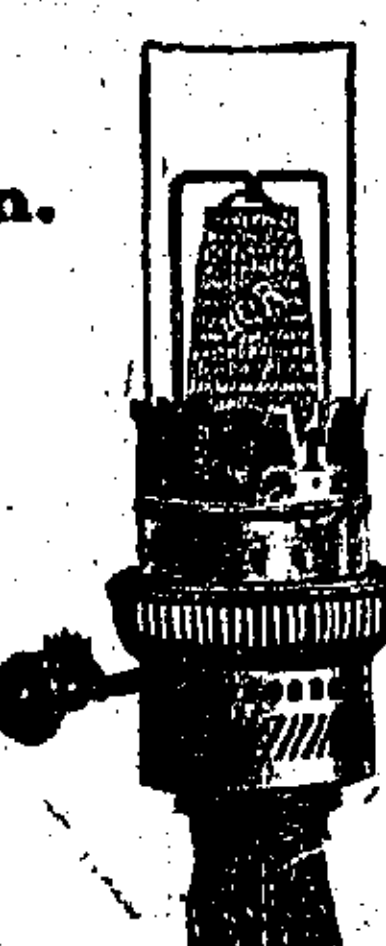
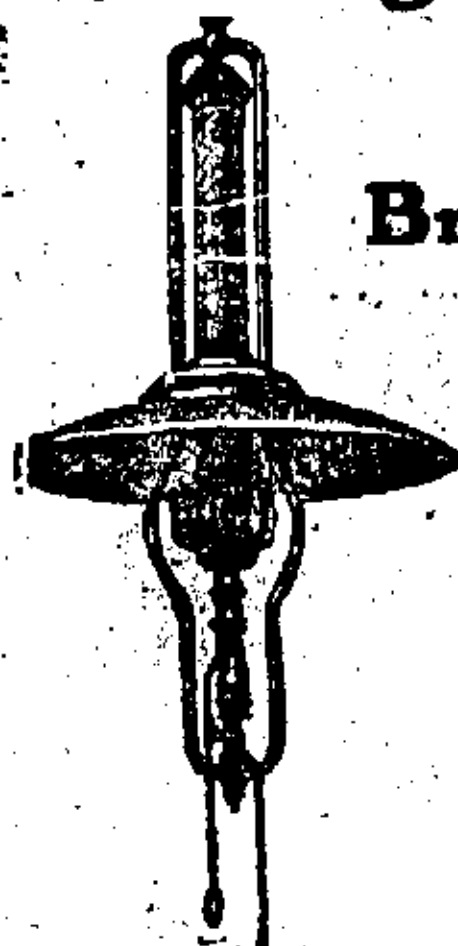
The most Efficient, Economical,
and Reliable is the

British Welsbach System.

q The Welsbach guaranteed burners, with Mantles
of Welsbach Manufacture and Welsbach Artistic
Fittings, make Welsbach not only the lightest but the
most beautiful of all lights.

q Also the Welsbach Kerosene Incandescent Lamp
gives the highest results with the lowest consumption.

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Cooking Stoves, Oil Incandescent Lamps, Oil Cooking
Stoves and Accessories, can be seen at the Show-
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(Sole Agents for The Welsbach Incan-
descent Gas Light Coy., Ltd., London.)

Welsbach
Incandescent
Petroleum
Burner.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

October 24th.

ON LONDON—	
Telegraphic Transfer	1,104
Bank Bills, on demand	1,104
Bank Bills, at 30 days' sight	1,104
Bank Bills, at 4 months' sight	1,111
Credits, at 4 months' sight	1,111
Documentary Bills 4 months' sight	1,111

ON PARIS—	
Bank Bills, on demand	239
Credits, at 4 months' sight	243

ON GERMANY—	
On demand	194

ON NEW YORK—	
Bank Bills, on demand	46
Credits, at 60 days' sight	47

ON BOMBAY—	
Telegraphic Transfer	140
Bank, on demand	141

ON CALCUTTA—	
Telegraphic Transfer	140
Bank, on demand	141

ON SHANGHAI—	
Bank, at sight	75
Private, 30 days' sight	74

ON YOKOHAMA—	
On demand	92

ON MANILA—	
On demand—Pesos	80

ON SINGAPORE—	
On demand	113

ON BATAVIA—	
On demand	14

ON HANKOW—	
On demand	82

ON HONGKONG—	
On demand	82

ON SINGAPORE, Bank's Buying Rate	\$10.55
GOLD LEAF, 100 fine, per tola	\$55.30
BAR SILVER, per oz.	\$26.2

SUBSIDIARY COINS.

	per cent
Chinese	20-cents pieces \$5.65 discount.
Chinese	10 " \$6.55 "
Hongkong	20 " \$4.94 "
Hongkong	10 " \$5.84 "

SHARE LIST.—QUOTATIONS.

HONGKONG, OCTOBER 24TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$900, sellers
National Bank of China, Limited	99,925	\$7	\$6	\$86, 10/
Bank of China, Limited	8,604	12/6	12/6	\$8, buyers
Bank of Communications, Limited	50,000	\$12	\$12	\$9.
China Bank, Limited	50,000	\$10	\$10	\$1.20, sellers
China Light and Power Company, Limited	50,000	\$1	\$1	\$8, buyers
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 100.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$3.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 51.
Loon-Kung-Mow Co. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 50.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 220.
DAIRY FARM COMPANY, LIMITED	40,000	\$7	\$6	\$17.2, sales
DOCK AND WHARVES.				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$54.
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$5	all	\$49.
New Amoy Dock Co., Limited	10,000	\$6	\$6	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 72.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 108.
FENWICK & CO., LIMITED	18,000	\$25	\$25	\$9, sellers
GREEN ISLAND CEMENT CO., LIMITED	400,000	\$10	\$10	\$4, sellers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$210, buyers
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$20, sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$25	\$98, sellers
Hongkong Ice Company, Limited	8,000	\$25	\$25	\$72, sellers
Hongkong Rope Manufacturing Co., Limited	5,000	\$10	all	\$135, sellers
H'kong South China Steam Fisheries Co., Ltd.	60,000	\$10	all	\$20, sellers
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$175
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$115.
China Traders Insurance Co., Limited	24,000	\$93.33	\$25	\$67.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$150.
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 112, sellers
Union Insurance Society, Limited	12,400	\$250	\$100	\$840.
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$195.
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$100, sellers
Humphrey Estate and Finance Co., Ltd.	150,000	\$10	all	\$7, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$32, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 110.
West Point Building Co., Limited	12,500	\$50	\$50	\$59.
MINING.				
Société Française des Charbons du Tonkin	16,000	Fcs. 250	all	\$720.
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$7, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$15, sellers
Philippine Co., Limited	50,000	\$10	\$1	\$1, sellers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$145, sellers
London Sugar Refining Co., Limited	7,000	\$100	all	\$15.
ROBINSON PIANO CO., LIMITED	4,000	\$50	\$50	\$50.
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$10, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$21, sellers
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$3, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref. def.	\$5	all	\$8. 1/2 don
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$1, sellers
Star Ferry Company, Limited	10,000	\$10	\$5	\$10.
South China Morning Post, Limited	10,000	\$10	\$5	\$24, sellers
Shaan Laundry Company, Limited	6,000	\$25	\$5	\$2, sellers
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$2, buyers
Watkins, Limited	10,000	\$10	\$10	\$5, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$12, buyers
Weissmann, Limited	3,000	\$10	\$4	\$11, sellers
United Asbestos Oriental Agency, Limited	9,900 ord.	\$10	\$10	\$300.
Union Waterboat Co., Limited	100 shares	\$10	\$10	\$8, sellers
BUSINESS.				
Anglo-Malaya	750,000	2/	all	5/3
Anglo-Siam	1,500,000	2/	all	24/
Bata Tiges	151,200	\$1	all	\$11 (Sta.)
Bukit Kajang	70,000	\$1	all	92/
Castellanos, fully paid	80,000	\$1	all	63/
Chariots	30,000	\$1	all	117/6
Eastern and International	70,000	\$1	all	12/6 prem.
Highlands and Lowlands	250,000	\$1	all	105/
Kamunings	307,143	\$1	all	6/ prem.
Kuala Lumpur	1,825,000	\$1	all	
Lahus	180,000	2/	all	16/6
Leiburg's	100,000	2/	all	70/
London Assurance	100,000	2/	all	44/
London Assurance	900,000	2/	all	12/9
London Assurance	1,266,000	2/	all	5/3
Marionans		2/	all	6/
Pagoda	1,750,000	\$10	all	\$29 (Sta.)
Sandayoffs	45,000	\$2	all	\$30 (Str.)
Sepangs	50,000	\$2	all	27/6
Shelfords	100,000	\$1	all	\$12 (Str.)
Singapore and Johore	65,000	\$2	all	10/
Sumatra Paras	125,000	\$2	all	
Sungei-Kapars	995,000	\$2	all	
United Serangs	90,000	\$1	all	102/6

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.
			VERNON & SMYTH,	Share-Broker.

THE CELEBRATED "THREE CASTLES" CIGARETTES

Are manufactured in Bristol from the finest grades of Virginia Tobacco with all the skill which W. D. & H. O. WILLS have acquired during the 200 years which have elapsed since their business was established.

MANUFACTURED IN TWO STRENGTHS

Mild (green label). Medium (yellow label).

50 Cents Per Tin of 50.

ALSO

"MAGNUMS" 75 cents per tin of 50.

CUTLER, PALMER & CO..

WINE & SPIRIT MERCHANTS

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

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BENEDICTINE, D.O.M. { \$49.50 for 1 doz. Quarts.
\$51.50 " 2 " Pints.

BRANDY ★★★★★ - \$31.00

" ★★★★★ - \$28.25

" ★★★★★ - \$25.00

"IMPERIAL WHISKY" \$19.75

(A MAGNIFICENT BRAND, SPECIALLY
SELECTED FOR THE FAR EAST.)

WHISKY, PALL MALL - \$26.00

WHISKY, JOHNNIE WALKER'S \$18.25

OLD HIGHLAND, WHITE LABEL

WHISKY, DO. SPECIAL, RED - \$24.50

WHISKY, C. P. & CO.'S "SPECIAL

BLEND" - \$16.25

PORT WINE, INVALIDS - \$24.75

PORT WINE, DOURO - \$18.00

SHERRY, LA TORRE - \$20.50

SHERRY, AMOROSO - \$24.75

THESE PRICES ARE INCLUSIVE OF DUTY.

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

45-1

FORTHCOMING EVENTS.

Friday, 28th Oct.—Harmston's Circus at
Canaway Bay, 9 P.M.

Wednesday, 2nd Nov.—Meeting of Licensing
Board in Council Chamber, 2.15 P.M.

OPIUM.

October 19th.

Quotations are—	
Malwa New	\$2,302/2,350 per pichl
Malwa Old	\$2,260/2,400 "
Malwa Older	\$2,410/2,485 "
Malwa V. Old	\$2,460/2,500 "
Pernian fine quality	\$1,400/1,500 "
Persian extra fine	\$2,000 "
Patna New	\$2,260 per chest
Patna Old	\$2,260 "
Benares New	\$2,260 "
Benares Old	\$2,240 "